

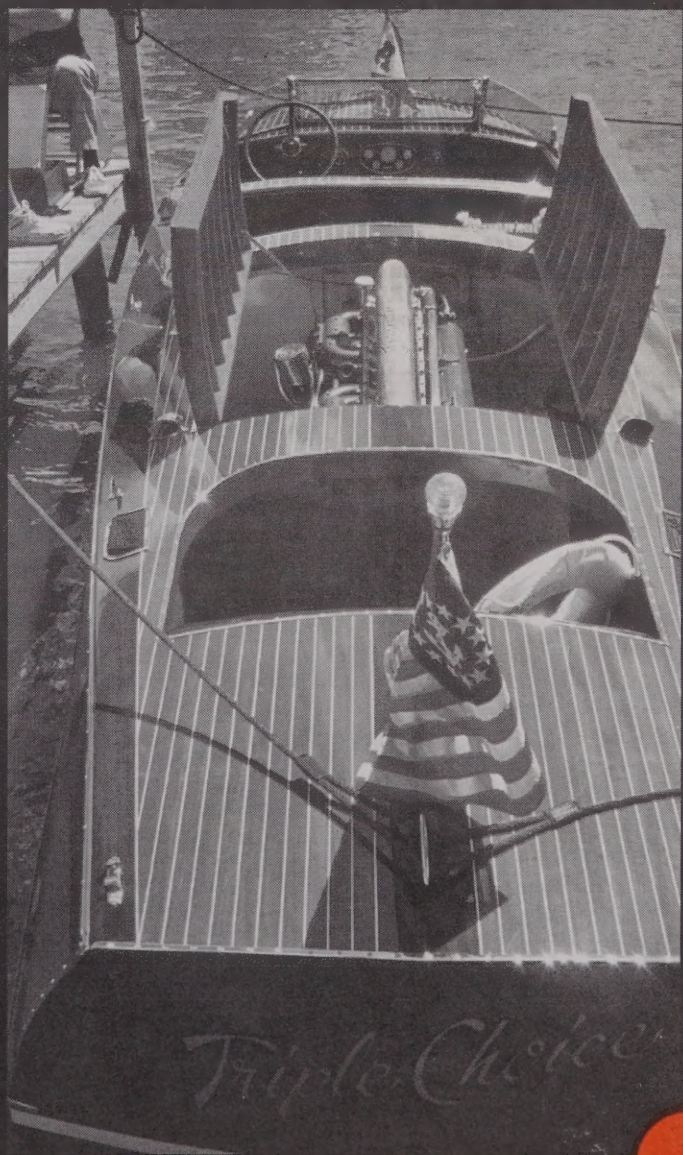
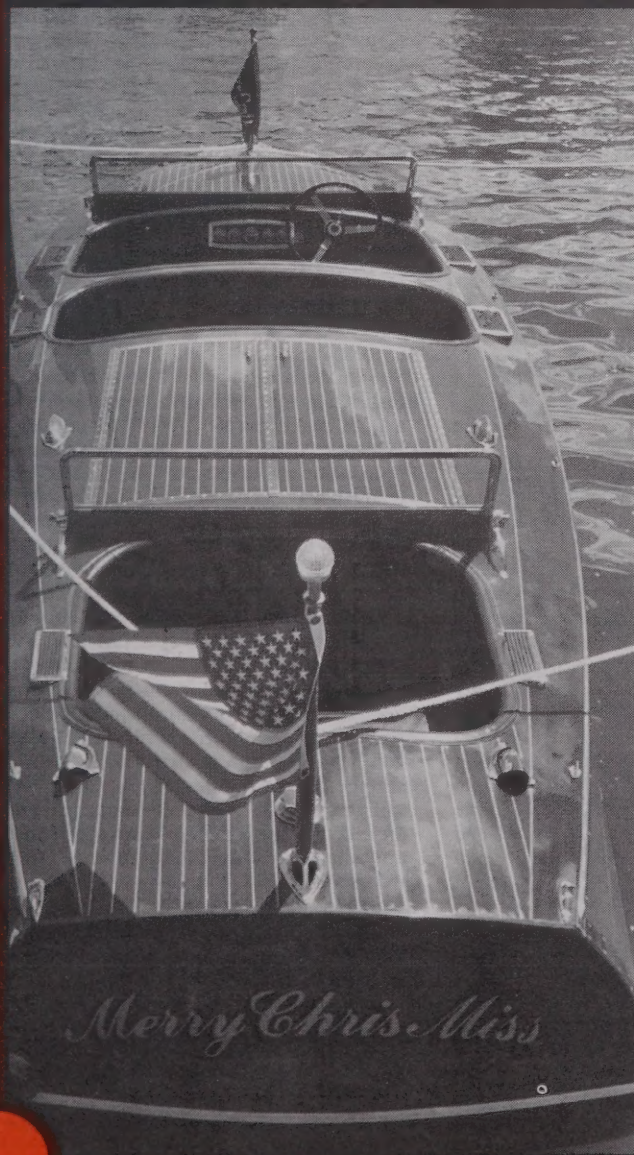
Special Features This Issue
"Wine Country & North Coast ACBS Boat Shows"
"Paddling Northern Tier" - "Quest for Ideal Daysailer"



messing about in **BOATS**

Volume 22 - Number 11

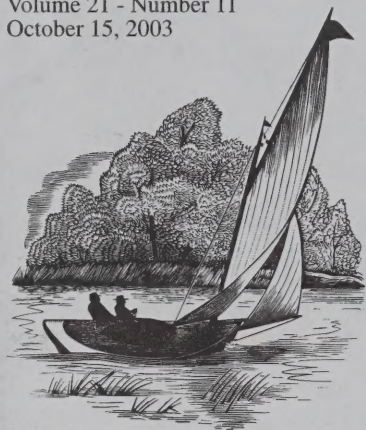
October 15, 2003



messing about in BOATS

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On the Cover...

Two mahogany runabouts on display at New York state summer antique and classic boat shows. Greg Grundtisch has more on this way to mess about in boats featured in this issue.

Commentary...

Bob Hicks, Editor



The arrival of Greg Grundtisch's two articles, featured in this issue, on upstate New York antique and classic boat shows reminded me that I do not give a whole lot of attention to this manner of messing about boats. This is mostly due to lack of anything to publish coming in, but I do not assiduously solicit it myself as it is a bit outside of our very own "mainstream" small boat coverage, mostly focussed on non-powered boating (although Robb White is making a significant dent in this).

I am rather attracted to the mahogany runabouts of the first half of the 20th century, they exert the same charm on me as do antique and vintage automobiles (and motorcycles). I was sufficiently attracted about 18 years ago to acquire, for \$750, a 17' 1941 Chris Craft mahogany runabout in need of restoration. It was not derelict, it was mostly complete, but as usual I grossly underestimated the time/money it was going to take to bring back this beauty. And, as it was not the desirable "barrel back" model, I'd never recover my investment even not counting my sweat equity.

As that period was also hard times for the magazine, still trying to get above water financially, I was doing sideline jobs editing and publishing a couple of club magazines for hire. One was *Woodie Times*, a 20 page monthly for the National Woodie Club, an organization of several thousand woodie station wagon owners. I was susceptible to the charms of these station/beach wagons of my youth and so it wasn't long before I added a 1948 Ford woodie to my restoration project list, again because it was too cheap at \$1,200 to pass up when it came my way.

The vision was the restored '48 Ford hauling the restored '41 Chris Craft on its trailer to various New England lakes on outings that would encompass both highway and waterborne motoring. It did not, of course, ever happen, and both were sold in essentially the same condition in which I had acquired them. The inflation of values in the intervening half dozen years before I faced up to the fact that I was never going to restore either got me off the financial hook anyway.

Over the 20 years I have been publishing this magazine we have attended a fair number of antique and classic boat shows and, while the boats were tasty eye candy, I knew my heart was no longer in them. The shows were static affairs, boats all parked at docks dollied up for judging. At a few there would be "fly bys" at a

safe distance from the docks, and it did grab me that that would be sorta fun to gas the big old flathead six inside that mahogany hull and speed along up on a plane with the throaty rumble of the straight pipe music to my ears.

The show that came closest to luring me back was the Race Boat Regatta back around 1987 at the Antique Boat Museum in Clayton, New York. My predisposition to the racing mystique from 20 years of doing so on motorcycles enhanced my susceptibility to the charms of old time motor racing. It was quite an event, the fly bys were very impressive and some of the owners didn't just fly by, they got out on the St. Lawrence river off the museum waterfront and went at it in impromptu races.

When I ventured to talk about their boats with several of the participants, as soon as I made it known that I was once a motorcycle racer, the doors opened wide and I was invited right in to see and talk about all that is involved in these racing powerboats.

In the issue in which I covered this event I featured on the cover a hydroplane powered by a 1,750hp Allison V-12 WWII aircraft engine. What a machine. It was direct drive, engine to prop, no tranny, no clutch. When the driver was ready to leave the dock he hit the inertia starter button, a sort of a windup flywheel thing necessary to crank over that huge mill, and when it fired the boat instantly left the dock in a bound, still only half running. I was impressed. The bellow from what must have been a 12" diameter exhaust pipe was just raw power, something which has always thrilled me.

But messing about in boats had really become doing things with small boats, not with fine furniture quality hulls and internal combustion engines, drive trains, etc. The simplicity of paddling, rowing and a bit of sailing was more what I felt I wanted to do. And there didn't seem to be much opportunity for any small adventures driving around in a motorboat. Other than the pride of displaying one's beautifully restored craft, antique boating would be mostly just going for boat rides on the lakes, too much like driving a car.

All of this is not to discourage ongoing articles from time to time on the antique and classic boat scene, power, sail, oar or paddle, as all form a part of this heritage we have which keeps us from doing our boating in one of today's turnkey waterborne automobiles, missing out on so much of the experience of being afloat in one's own boat.

I was motoring on the Chester River on Maryland's Eastern Shore. It was early morning with no hint of a breeze. The *Sanity* was making 5 knots when I noticed a man coming down to his dock with a cup of coffee in his hand. He placed the coffee on a piling, then pushed a narrow sculling boat into the water and started to row. He seemed to be taking it easy, moving back and forth on one of those moving trolley seats and so, using both his arms and legs to move through the water. I was surprised to see him move ahead of me so easily. I would guess he was making 7 knots or so. After a mile or so he turned back and returned to his dock. No doubt the coffee had cooled by then and was ready to drink.

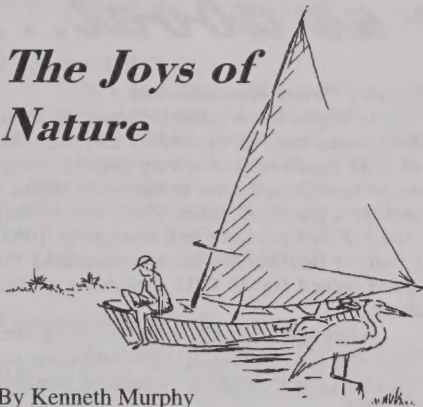
That scene on the Chester keeps popping up in my mind, the beauty of that early morning, the lone sculler leaving his wake and oar strokes in the mirrorlike water, and the narrow, highly efficient sculling boat. It was the very first image that came to mind when I started reading about water striders. These are the little bugs that skim across freshwater ponds and the quiet spots in creeks, the kind of creature that captivates children and, as it turns out, the curiosity of scientists.

Water striders are true bugs having a three part body composed of head, thorax, and abdomen. The scientific name of a common water strider species is *Gerris argentatus*, but it also goes by common names such as water strider, pond skater, or Jesus bug. It is dark brown to black with a long, flattened body. Its body is from 1/4" to 1/2" long. It has three pairs of legs. The first pair are short and have little tiny claws to grasp its prey. The second and third pairs are long and slender, with the second pair extending out to the side like the sculler's oars. The legs are covered with fine hairs that are difficult to wet. The surface tension between the ends of the legs and the water is very great, enabling the insect to "walk on water." The legs make dimples in the water. It's the shadows of these dimples that alert the sharp-eyed observer to the strider's presence.

A water strider's speed across the water is surprising. In one second they can move 100 times their body length, about 40". It's the walking on the water and their speed that excites the children in us. But when scientists from MIT, who study hydrodynamics and the physics of fluids, watched the strider dart across the water, they were perplexed. They had no doubt that Newton's Third Law of Motion, *for every action there is an equal, but opposite reaction*, was at work. But just how did the water strider impart its energy to make it move that fast? It's not a bird that uses the air to push through, nor is it a fish whose fins and body motion use the water to push through. It's at the interface between these two elements. So just how does the strider do it?

Modern science has at its disposal so many new tools to apply to such questions. Much of the excitement in modern science, and why it is moving ahead at such break-neck speed, is the use of all these advanced experimental tools. The MIT team, headed by John W.M. Bush, a mathematician, considered the strider problem. First they had to slow down its motion so they could observe what was going on. They set up an aquarium with a light source directed from the bottom and placed, overhead, a high speed video camera

The Joys of Nature



By Kenneth Murphy

The Water Strider



capable of taking 500 frames per second. They then added to the water surface a blue dye to visualize the way the strider disturbed the water. They also found they needed to

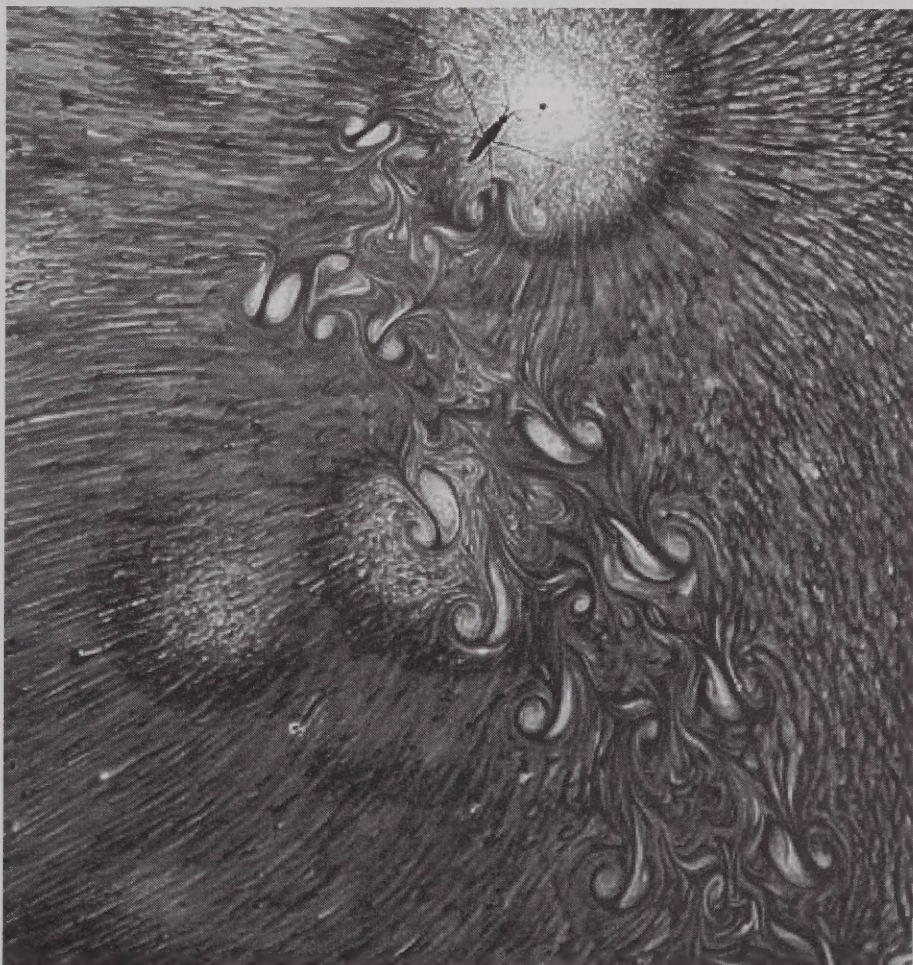
float microscopic particles on the water's surface that, with the dye, made the strider's surface disturbance patterns more visible.

The videos clearly showed that the strider used its long central pair of legs exactly like the sculler on the Chester River. The accompanying photo shows pairs of leg stroke eddies going from the bottom right to the photo's center. Refer to the delightful photos of striders and stills from the videos at: <http://www.math.mit.edu/~bushgallery.html>.

In the abstract of a resulting paper by Hu, D., Chan, B., and Bush, J.W.M., 2002, entitled "Water Walking, Gallery of Fluid Motion, Physics of Fluids," the team concluded, "The water strider propels itself by driving its central pair of legs in a sculling motion. In order for it to move, it must transfer momentum to the underlying fluid. It was previously assumed that this transfer occurs exclusively through capillary waves excited by the leg stroke. Our experiments reveal that, conversely, the strider transfers momentum to the fluid principally through dipolar vortices shed by its driving legs. The strider thus generates thrust by rowing, using its legs as oars, and the meniscii beneath its driving legs as blades." So now you know.

For kicks I took the strider's speed across the water and adjusted it for a body length using 15' to roughly equate it to the sculler's boat length, and came up with a speed just above mach 1, the speed of sound! Nature beats all.

Send in your Joy of Nature notes to me at kgmurphy@comcast.net.



You write to us about...

Activities & Events...

14th Annual Georgetown Wooden Boat Show

To foster and promote the enjoyment of classic wooden boats, the Georgetown Wooden Boat Show brings together the finest vessels for display Saturday, October 18, on the waterfront in Georgetown, South Carolina, a working seaport for more than 250 years. Much of the area's history and culture has been linked to the sea.

The Wooden Boat Exhibit runs from 11 AM to 6 PM, and an estimated 50-60 classic wooden boats will be displayed in the water, and along the boardwalk. Visitors will be able to meet and talk to wooden boat craftsmen, manufacturers, and owners about techniques and materials. Maritime arts, crafts, models, and demonstrations will also be on display.

The Wooden Boat Challenge Boatbuilding competition will from 12-4 PM with the Rowing Relay Race at 5 PM on the Sampit River. Two man boatbuilding teams will compete in building the Georgetown Bateau, a 12' rowing skiff with a flat stern suitable for motor mounting. Cash prizes will be awarded based on speed of construction, quality of work, and rowing ability. The competition is open to anyone who knows a thing or two about woodworking but will be limited to 15 two man teams.

For more information call Jan Lane, (877) 285-3888 (toll free), (843) 545-0015 (local) or visit www.woodenboatshow.com.

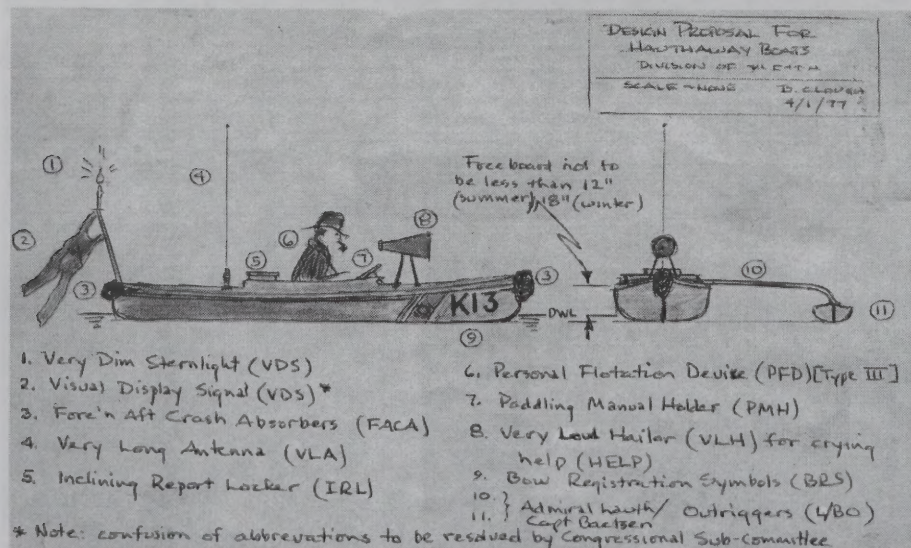
Georgetown Harbor Historical Association, Georgetown, SC

Information of Interest...

Design Proposal for Hawthaway Boats

I discovered this drawing underneath one of Bart Hawthaway's framed photos that his niece distributed to friends at his memorial service last year. It seems to be a spoof of Coast Guard regulations as it was dated April 1, 1977.

Henry Hammond, Boston, MA



Crosley Power Remembered

I enjoyed Robb White's comments about the Crosley engines in the July 15 issue. The 48 CID runabout was a very popular minimum size inboard racer in the early 1950s. I enclose a photo of *Taboo Z 42* and *Mickey Mouse Z 144* at a race in Baltimore in 1952. I believe that *Mickey Mouse* once held the speed record for 48 CID straightaway runabouts.

Although I don't remember seeing one, there was also an 96 CID runabout class using two Crosley engines somehow coupled together.

One of my friends in Baltimore had a Crosley convertible. It was a neat little car. When it wore out, he bought a Henry J. Remember them?

"Ruddy" Ellis, Atlanta, GA

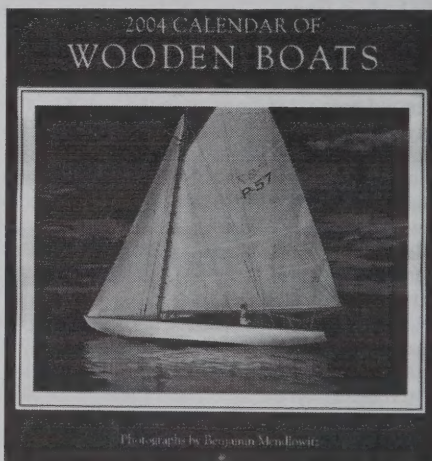


2004 Calendar Of Wooden Boats

For those who appreciate fine boats and the superb photography of Benjamin Mendlowitz, the 2004 Calendar of Wooden Boats is cause for celebration, offering 13 images of traditional craft from a 1911 Herreshoff P class sloop, which graces the cover, to a small but powerful inboard launch. Other selections include an 85' Fife ketch seen racing to windward with her lee rail awash, a Burgess cutter gliding along under a purple haze of moonlight, the arctic schooner, *Bowdoin*, at rest in a misty anchorage, a harbor bound Beetle Cat under a dark and squally sky, a Charles Mower sloop on her first post restoration sail, a raised deck power cruiser, and a newly refurbished New York 40, majestic against the backdrop of a golden sunset.

The calendar is designed in a 12" x 24" wall format. Each month's image is a study in light, contrast, mood, and attention to detail, the hallmarks of a Mendlowitz photograph. Insightful and entertaining captions are provided by marine historian, Maynard Bray.

The Calendar of Wooden Boats is available at bookstores, marine stores, or directly from NOAH Publications, P.O. Box 14, Brooklin, ME 04616, at \$14.95 + \$4.50 S&H. For more information about the calendar and other products featuring the photography of Benjamin Mendlowitz, call (800) 848-9663 or access our web site at www.noahpub.com.



Maine Nautical Bookstores

Returning from Nova Scotia we stopped in Camden, Maine, as I wanted to look for some boating boks. We found Stone Soup Books, a used bookstore on Main St. In its small upstairs rooms were a number of nautical books.

I chose *Sensible Cruising* by Don Casey and *Lou Hackler* and *Coot Club* by Arthur Ransome. Any readers looking for such books would do well to contact Stone Soup at 35 Main St., Camden, ME 04843, (888) 236-3903, <SSoupbks@midcoast.com>.

Two other Maine antiquarian booksellers which list nautical subjects are Rare Books at Vagabond's House, P.O. Box 169, E. Boothbay, ME 04544, www.vagabonds.com, and ABCD Books, 23 Bay View St., Camden, ME 04843, (888) 236-3903, www.abcdbooks.com.

Ernest Brock, Belmont, NC

Information Wanted...

Handicapped Boatbuilding

I would enjoy reading about boatbuilding for handicapped persons. Since my accident it has been hard for me to use both wrists. I have had to abandon and offer for sale (see classifieds) an 18-1/2' Penobscot brand cedar strip canoe as I cannot finish off the inside being unable to bend my wrists.

Fed Pietrowski, 2 Walton Rd., Apt. #3F, Plaistow, NH 03865-2746.

Opinions...

No Ecstatic Report

I was really surprised to read in your report on the Echo rowing shell (August 1) that in your 20 years of publishing a small boat magazine and evaluating boats therefor, you had never rowed with a sliding seat.

Believe me, Ed McCabe notwithstanding, whether rowing for exercise, pleasure, or both, once checked out you will always opt for the sliding seat. Your fixed seat rowing will be limited to one time rows to evaluate fixed seat craft for *MAIB* articles and that's all.

Before getting into a shell, spend a half hour on a rowing machine. One thing to remember, at the finish of the stroke, shoot your hands out fast, past your knees before you start bending them. In the gym you will see folks whose only rowing has been on the machine being slow on their hands and having to raise them, and the oar handles, to get them over their bent knees. Were they in a boat, this would, of course, put the oar blades back in the water during the recovery part of the stroke. To keep your fast hands from speeding up your stroke to a higher rate than you want, since you're not racing, slow down the progress of your slide (seat) aft.

After you have gotten the recovery part of your stroke mastered, concentrate on getting plenty of leg drive on the power part of your stroke. The normal tendency is to straighten your legs too gradually, not fully utilizing those powerful quadriceps. This leg drive will, of course, speed up the power part of your stroke. Again, to keep from raising the stroke rate higher than you want, slow down the slide during the recovery phase.

In summary, plenty of leg drive, then hands out fast and slow slide aft.

I am looking forward to an *MAIB* feature reporting your checkout with the sliding seat, first on a machine, then out in a recreational shell. Then some day there will be your ecstatic report when you get checked out and comfy in a racing shell, loa 28'-29', bwl 12", weight 35 lbs. or less. After that you will be out there every day, almost effortlessly grinding out the miles, entranced with watching those powerfully swirling puddles getting sent back from each stroke.

Bob Awtrey, Fernandina Beach, FL

Editor Replies: Despite Bob's obvious enthusiasm for sliding seat rowing, he will never see the feature he hopes I will do as I am not getting into another way to play at this stage in my life, having more than enough avocations already. We once rowed oar-on-gunwale in boats like a Rangeley guideboat (my favorite) in which two of us could row somewhere with food and spare clothing, etc.

We switched to sea kayaks because we preferred to see where we were going.

Life's too Ugly?

"Life's Too Short To Own An Ugly Boat" is the message on a bumper sticker advertised in *MAIB*. Forty years of sailing and rowing have taught me many things, including the value of long waterline. Perhaps there should be a bumper sticker proclaiming "Life's Too Ugly To Own A Short Boat."

John Mullen, TX and NY

Contemplating Proas

In my handsomely appointed maritime reading room (imported tile and gleaming porcelain), I was contemplating the Bolger Proa article in the July 15 issue and came to wonder why the traditional port to starboard asymmetrical hull form was not incorporated. The foil hull form relieved the craft of having to deal with a retractable antidrift device, and I would think that simplification would be part and parcel of any contemporary design. Admittedly, a bow to stern symmetry doesn't allow a very sophisticated waterfoil.

As I recall, proas of Micronesia were employed primarily to sail across the prevailing trade winds, and so were rarely shunted until the crew wanted to return home. To my mind, it's an interesting historical concept but impractical for sailing through a crowded anchorage or on the Intercoastal. I'll pause now to appreciate the wonderful country which allows each to pursue his own interests, no matter how goofy they seem to me.

I'm thinking about building a boat out of chocolate, because down here we don't have a stove in which to burn the offcuts.

Irwin Schuster, Tampa, FL

Projects...

Plug in Sternlights: The Problem and a Solution

All who have had boats with plug in sternlights on a light metal wand have known what a nuisance they can be. If left in their sockets they are very much in the way, not only for fishing but for dealing with dock lines. If they are removed from the sockets they are hard to store. In a locker they tend to get corrosion in the socket and dampness in the bulb. In brackets on the side of the cockpit they are also subject to damp and are all too easy to trip on.

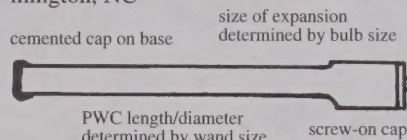
In an average year, I do Vessel Safety Checks on some 500 boats, well over half of which have plug in stern (and sometimes also bow) lights and only recently did I find a truly excellent and inexpensive way in which to store the light and wand, protecting it from damp, bending and breakage.

All the parts in making this stem light storage are standard and available from any store selling PVC supplies. They consist of a tube the length of the light's wand, a cap for the bottom, an expansion cup large enough for the light bulb at the top, and a cap for the expanded area. It is also possible to put a small piece of oil soaked cotton at the bottom of the tube so that the electrical sockets have additional protection from damp. The drawing illustrates the assembly.

This very protective and inexpensive light storage device was invented by a boater

who had me do a Vessel Safety Check and who graciously gave permission to share it with other boaters.

Tom Shaw, USCG Auxiliary, Wilmington, NC



Ravenstrike Update

We attained 10.5 kts after fairing the deadwood and disconnecting the engine governor. We were apparently not getting full rpm with the governor. 3,000rpm is the maximum recommended operating limit (red line?) and we weren't anywhere near that wide open. I am going to add 1" of pitch and expect with that to reach 11+ kts which is pretty near the designed speed of 13 kts.

Turner Matthews, Bradenton, FL

March to a Dumber Drummer

Continuing my "March to a Dumber Drummer," as my dear wife so trenchantly puts it, I've developed a closet kayak. The 3'10" bow and stern sections store in the 1' x 2' x 4' mid section. Snap-on shopping cart wheels provide smooth rolling for the 40 lb. whole. Paddling she's better than I'd expected, not overwhelmed by the Hudson's notorious chop and high speed ferry wakes, and cruising easily at a satisfying pace. I wouldn't ask *Kayorak* to keep up with a real kayak though. For downwind work a patented sail rig is on the drawing board.

Steve Tiebout, New York, NY



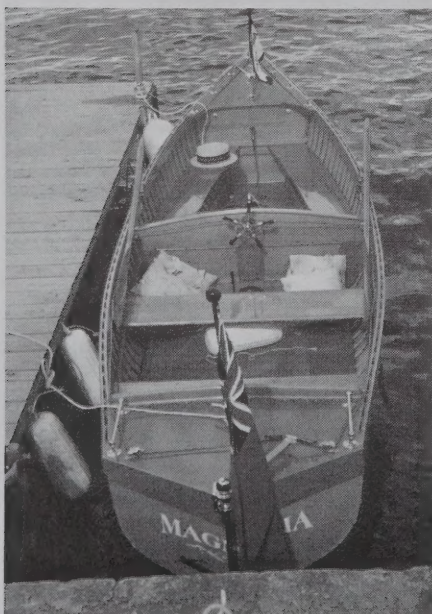


Irish Rover, a homebuilt luxury fishing craft.

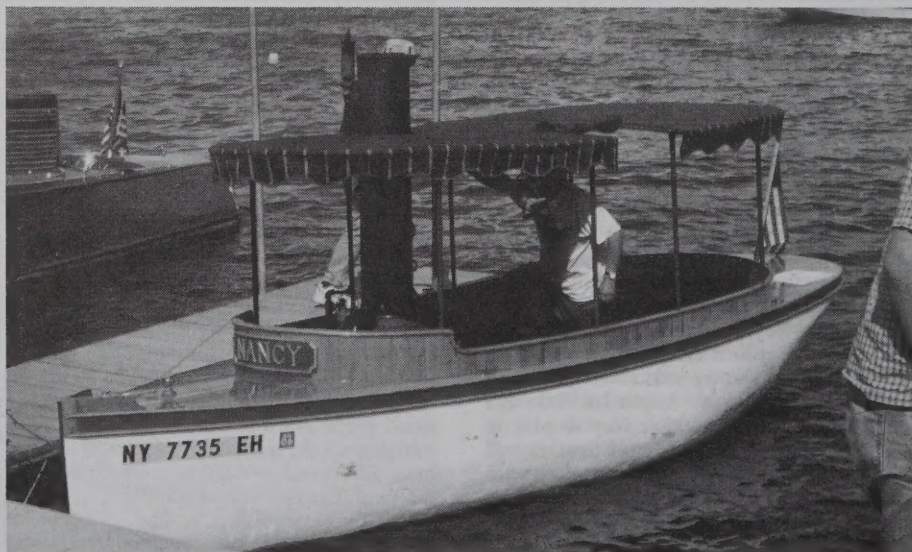


A 1941 Schweizer Bros. 18' utility runabout built in Butler, New York, owned by Mick and Sue Griffin of Orchard Park, New York.

Magnolia is an 18' steel launch built in 1908 by Michigan Steel.

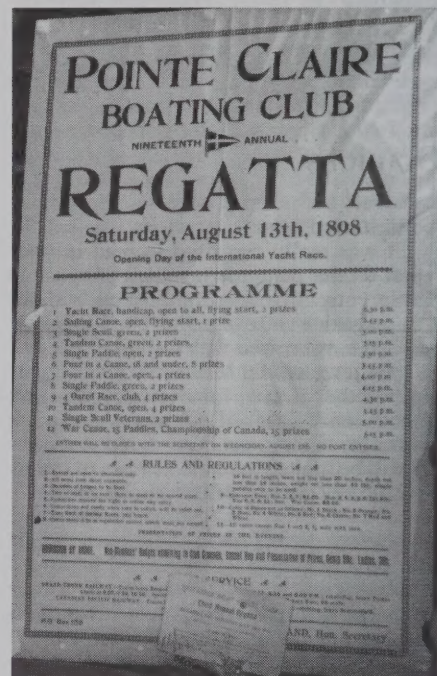


Launches were the featured boats.



2003 Wine Country Chapter Boat Show

By Greg Grundtisch



The 21st Annual Antique Boat Show and Regatta held in Hammondsport, New York, July 18, 19, and 20, at the southern end of Keuka Lake, the easternmost Finger Lake, was organized by the Wine Country Chapter of the Antique and Classic Boat Society. The location of this show was near perfect, plenty of space on the grounds and new docks and finger slips. The whole Hammondsport beach and park area have been renovated and it looks beautiful. The featured boats this year were launches, but there was a good representation of many different types.

There was a large land display including antique engines. Bill Ayler had the oldest with a 1925 Caille Liberty drive, 1.5hp 1-cyl-



Fly bys, leisurely and gassing it.

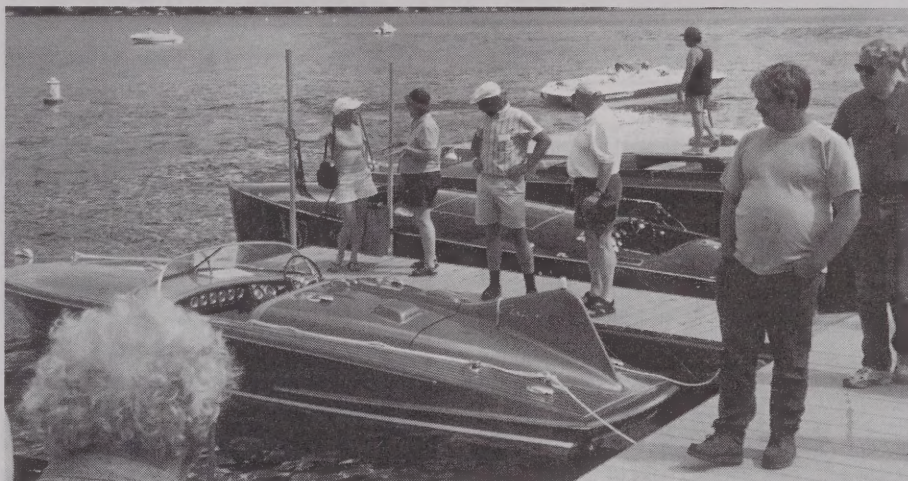


inder built in Detroit, Michigan, with all the brass and bronze shiny as new. There were many out of water boats, including rowboats, canoes, runabouts, and a unique homemade fishing boat, the *Irish Rover*. This boat had every imaginable piece of electronics on board, plus fishing gear of all sorts, ice chests, live well, cuddy cabin, and more.

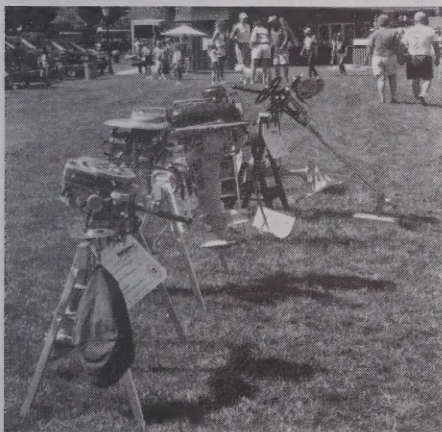
On Friday after launching boats, a guided tour of the lake and a wine reception were offered. Saturday was judging, a parade and fly bys award ceremony, and then cocktails and dinner. Sunday was regatta day, the non power regatta and demonstration followed by the power regatta. The show ended with a picnic and the regatta awards.

For those into wines, you will really enjoy this area as it produces some of the best wines in the world. They have the medals to prove it.

For information on this show or chapter membership contact, Wine Country ACBS, 851 E. Lake Rd., Dundee, NY 14837-9784, or oldboats@eznetnet.

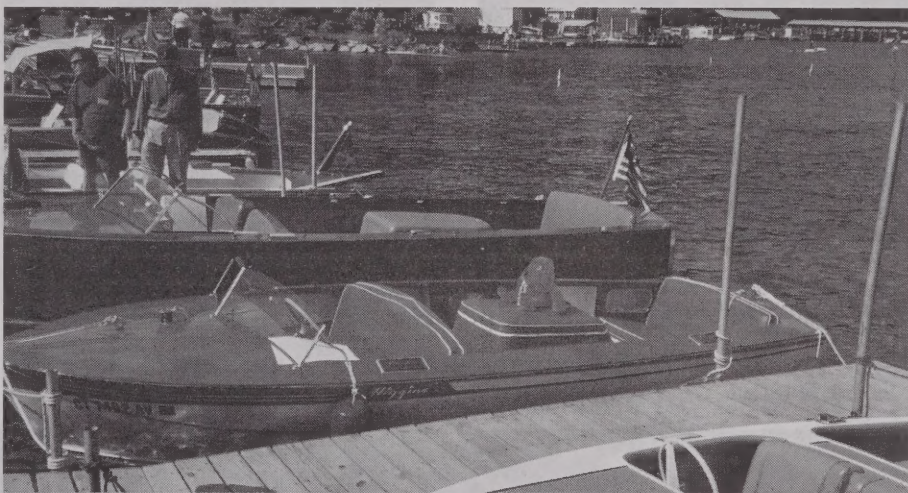


A nice Chris Craft Cobra.



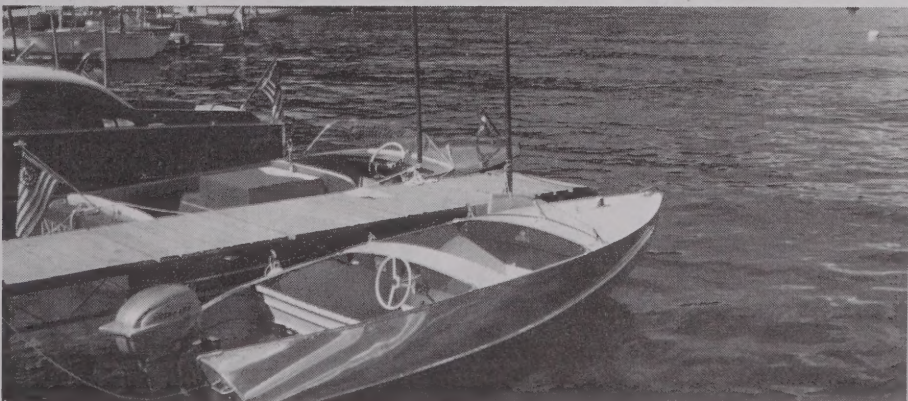
The old outboard gallery.

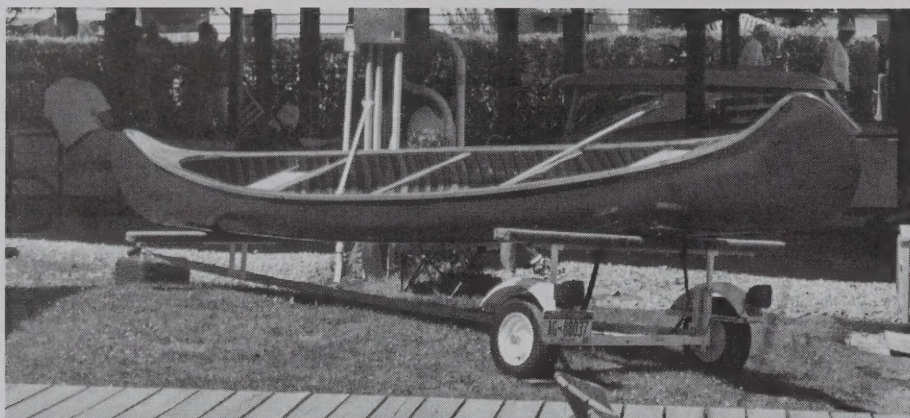
A shoreside display.



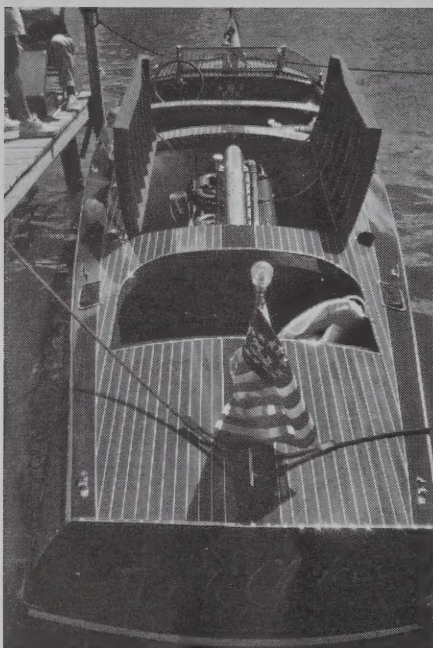
Red Dog is a Higgins runabout.

An aluminum Feathercraft ca. 1957.





The one canoe on display.

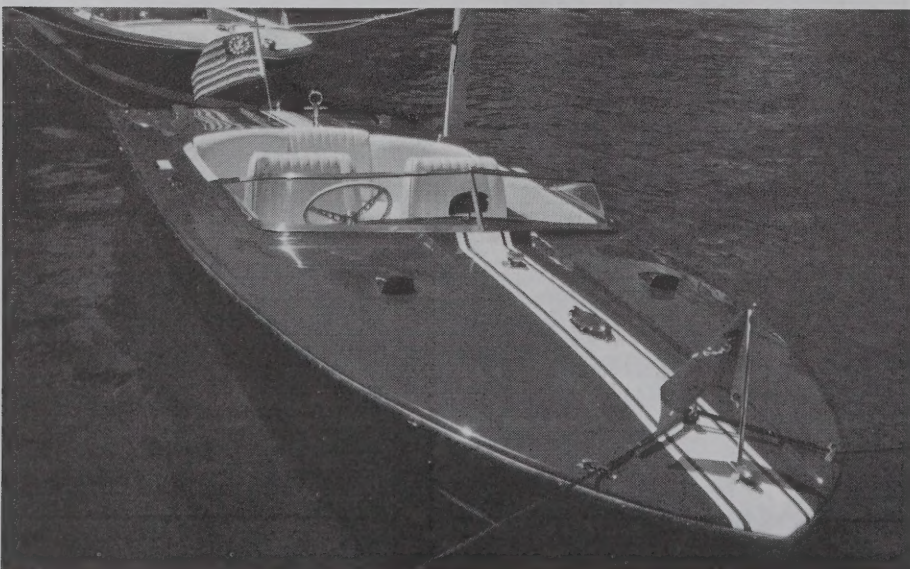


A 1930 26' Hackercraft triple cockpit with a Kermath engine owned by Phil Andrews of Pittsburgh, Pennsylvania.



A 1955 16' Century Resorter owned by Mike, Bonnie and Brian Fogarty of Springfield, Ohio.

A 1969 19' Chris Craft fiberglass XK19 in classic Corvette style owned by Dick and Karen DeFazio of Duluth, Georgia.



North Coast Chapter ACBS Antique Boat Show

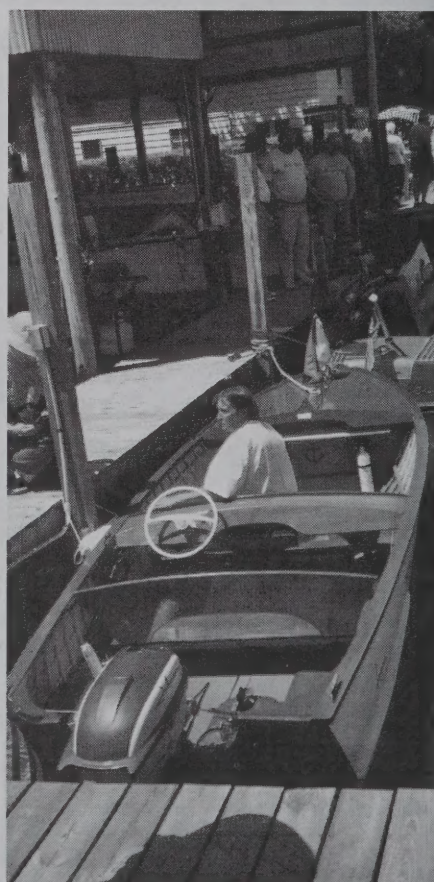
By Greg Grundtisch

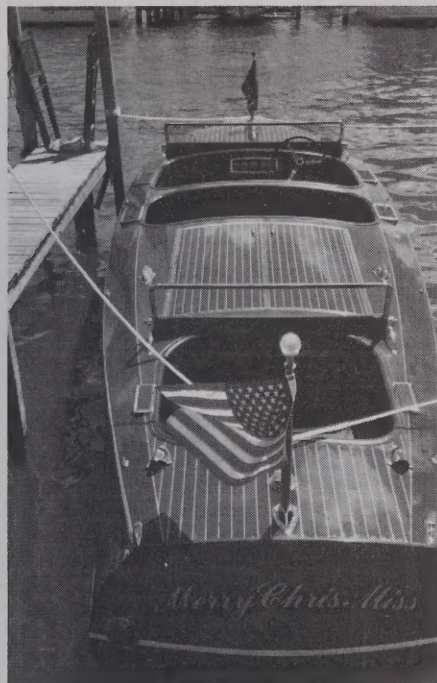
This past July 19 was the date of the North Coast Chapter of the Antique and Classic Boat Society's 8th Annual Boat Show on Chautauqua Lake, in the little town of Celron, west of Jamestown, New York. This is a small but growing and improving show put on by North Coast members from western New York's southern tier as well as for those in New England, Ohio, and Pennsylvania. There were also attendees from other states as well, some from as far away as Florida.

The very first show was held six years ago and had only eight boats in attendance. It has grown to approximately 30 boats in the water and a few land displays. A classic auto and motorcycle display was also a part of this show. One of the nice things about such a smaller show is that the owners are more accessible to talk with, ask questions of, discuss some of their restoration tips, and exchange ideas.

The show is free and so is the parking. For more information about this show, contact the North Coast Ohio Chapter, 4467 Whyem Dr., Akron, OH, <gbmaringer@juno.com>

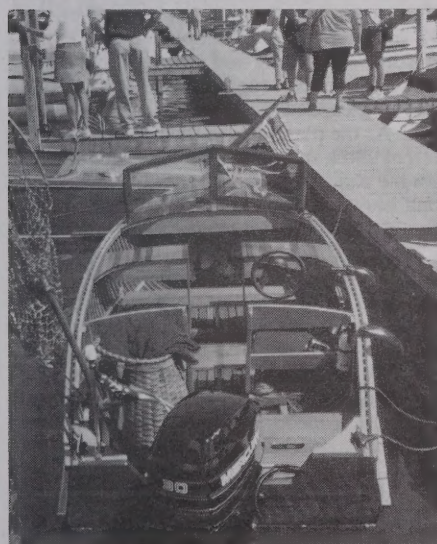
A 1956 Lyman 16' outboard restored by Lori Binnie, NY, the only woman restorer in the Chapter.





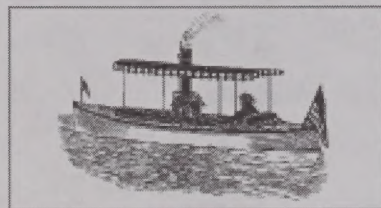
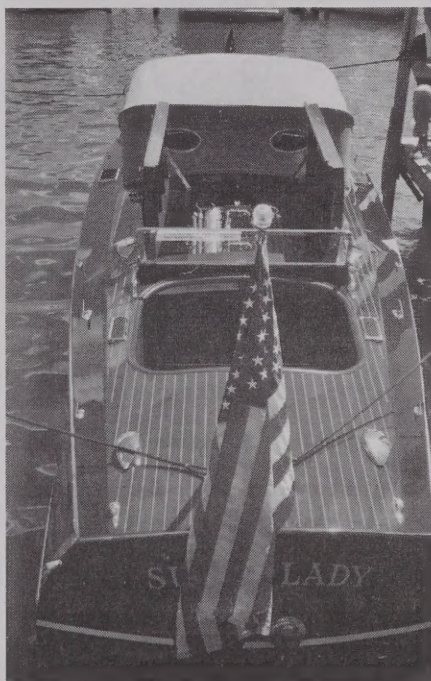
Merry Chris-Miss is a 1937 22' Chris Craft Custom runabout owned by Pat and Lydia McKenzie of Sarasota, Florida.

A 1993 16' Giesler French River runabout owned by Jim Blanchard of Bemus Point, New York.



Dragonfly was the only sailboat in the show, a 1970 30' Choy Lee owned by Jack and Diane Baily.

Sugar Lady, a 1932 27' Chris Craft triple cockpit runabout owned by Lana Andrews of Pittsburgh, Pennsylvania.



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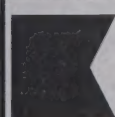
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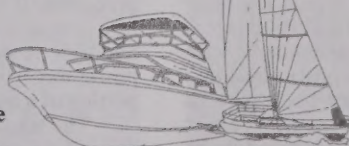


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The Northern Tier.

"Civilization is a limitless multiplication of unnecessary necessities" (Mark Twain).

What happens when we mix a group of Boy Scouts, a pile of lumber, and a Shopsmith bandsaw? A pile of severed fingers? An unusable heap of scrap wood? Not hardly, as you will see.

In the late fall of 2002 the members of Scout Troop 221 in Roanoke, Virginia, began planning for what would turn out to be a real adventure for Scouts and adult leaders alike. A departure from "civilization" as defined by Mark Twain. Our troop has always been active in the outdoors and had previously made use of two of the three Boy Scout of America "High Adventure" bases, Philmont Ranch in New Mexico and Sea Base in South Florida. To date we had not sent a group to the third facility, the Northern Tier canoe base in upper Minnesota.

The Northern Tier base is actually three separate camps located on the periphery of the Boundary Waters Canoe Wilderness Area in Minnesota and the Quetico Provincial Park in Southern Ontario and Southeastern Manitoba.

The camp from which we would base our northwoods experience was the Charles L. Sommers camp located on Moose Lake some 12 miles east of Ely, Minnesota. When groups visit the Northern Tier, the intent is to paddle canoes deep into the Boundary Waters or Quetico wilderness areas and camp on remote lakes using minimalist camping techniques. The opportunity is to move through some truly remote country by water, experience wildlife, variable weather, great fishing, and travel historical pathways once used by the French fur traders or voyageurs. The area was once a busy commercial route.

The rules are fairly simple. No group larger than nine people and three canoes can travel from any of the Scout bases into the wilderness areas. This would divide our 24 Scout and adult group into three eight person "crews," each of which would take a differ-

Paddling the Northern Tier

By Hugh J. Hagan III

ent route into the wilderness and be accompanied by a guide or "interpreter" from the Sommers base. The interpreters can be male or female and many of them return to work in the summer year after year. Generally the interpreters are college age young adults who love camping and the outdoors. Our crew's interpreter was a senior in electrical engineering from Rice University back for his second year at the base. He was very knowledgeable about camping techniques and the area through which we traveled.

Each crew carries everything it needs for a week long or longer trip into the wilderness. This includes equipment supplied by the base such as tents, cooking gear, and food (to be supplemented by fresh fish). The base also supplies canoes, PFDs, and paddles as needed. Part of our troop's plan was to allow the boys to build their own canoe paddles. The Scout base does not require this, but we felt it would allow the boys to become more engaged with the planning process and construct something useful that would later serve as an important memento of their trip. It would also allow them to pick up A wood-working merit badge.

Individuals were responsible for their own personal camping gear. The idea is to hold this to an absolute minimum. The lakes are connected by portages which are measured in "rods." A rod is 16.5' or approximately a canoe length. Portages can be anywhere from a few rods to 200 plus rods across. The portages are often steep and rocky or swampy and boggy. Anything we brought along had to be portaged from lake to lake as we travel, so weight was an important con-

sideration. My gear included a lightweight sleeping bag and pad, a camp pillow for my old, stiff neck, a slouch hat, bandana, sunglasses, a tee shirt, a long sleeved shirt, a pair of "convertible" pants that zip into shorts, two pairs of wool socks, and honest to goodness government issue Altama Combat jungle boots.

The boots are a critical piece of gear. We live in them, tromping in and out of the water and up rugged portage trails. They protect our feet, which would otherwise be cut to ribbons. They also help to prevent ankle injuries. They have built in pee holes and drain rapidly. I also brought an old pair of sneakers to wear in camp, my camera in a waterproof housing, a telescoping fishing pole and small selection of lures, a little flashlight, a toothbrush and a spoon, and a cup and bowl. All of this stuff was easily packed in a small stuff sack.

Each canoe carried three people, all of whom paddle, though occasionally the guy in the middle position can rest. The guy in the middle would sit on one of the packs. With three people and gear the boats move along at three to four miles an hour. The process of portaging is well worked out. The Scouts encourage a "single portage" technique, requiring only one trip down the portage trail with all of your gear. This saves a considerable amount of time and effort. Each canoe has two big packs and a light daypack. One of the big packs holds food and cooking gear and the other a tent and personal gear. The packs weigh about 75 lbs. each. Two of the three people in each boat carry these packs and the third person carries the daypack and the canoe. In our case, we used Wenonah Kevlar canoes. The Champlain model that we paddled is 17' long and weighs about 40 lbs. They were very rugged, had a remarkable carrying capacity, and were easy to portage.

As the planning for the trip began in the fall of 2002, so also did the construction plans for the paddles. One of the adults in the group had built a few paddles years back, but we found the wonderful book *Canoe Paddles: A Complete Guide to Making Your Own* by Graham Warren and David Gidmark (2001, Firefly Books Ltd., Buffalo, NY) that gave instructions in choosing and building a variety of different paddles.

We settled on a bent shaft design called a "Sugar Island." This paddle has a low aspect ratio blade for toughness. We constructed the shafts using an ash and cedar laminate technique and built the blades of cedar reinforced with a single layer of fiberglass.

Finding the wood was not too difficult. The blades were made from planks of clear cedar siding, pre-beveled, which made the final shaping of the paddles simpler. A hardwood dealer in Roanoke had rough cut ash. I was able to resaw this on my Shopsmith bandsaw, cut out strips the appropriate width and thickness, and then plane them to a uniform size on a Delta shop planer. When I had a group of boys in my shop, I kept their hands away from the blades during this part of the procedure. If it were just my son or one other boy, I would let them do the sawing. The bandsaw is one of the most gentle of big power tools, but it can still snatch a finger or portion of a hand off if you relax your guard.

The actual lamination of the shafts was done in a precut press, made from a 2" x 8" plank of pine, designed to put a 15 degree

bend into the lower shaft and secured with multiple bar clamps. TiteBond glue was used throughout. There were no problems with delamination of the shafts using this glue. The shafts, measuring 1-1/4" x 1-1/16" were cut to length and then shaped and sanded by the boys, the blades glued on, and finished with glass and polyurethane. Regardless of how one may feel about the resourcefulness of today's youth, the results were really outstanding.

The paddles were tough and beautiful. It cost about \$15 in materials to build one paddle and most of that was in the fiberglass resin. The boys were very proud of their work. One of the boys was offered \$50 for his paddle up in Minnesota, but he wouldn't sell it. He said he could make another one, but not one that had paddled 75 miles through the wilderness already. Only one of the 24 paddles we made developed a cracked shaft during the trip. In this particular case, the Scout had carved his paddle shaft to a diameter of less than 1". Besides a loose grip on another paddle, there were no other paddle failures.

The planning process involved getting, in advance, a "remote area border crossing permit" from Canadian customs as well as appropriate physical exams for all participants. The last thing the BSA wants is some fat dad croaking on the wilderness trail three days from anyone. Fishing and camping permits were obtained on site from the Canadian ranger at Prairie Portage, Ontario, as we crossed the border with our canoes into Canada. This was a speedy process facilitated by the friendly Canadian ranger who also reviews the rules of "leave no trace" camping in the Quetico park. Both Canadian and American rangers are very serious about maintaining the beauty and remoteness of these wilderness areas.

Moving 24 people and their gear to a remote camp in the northwoods and doing so in an efficient and timely fashion required some careful planning, but we were able to travel from Roanoke, Virginia, to Ely, Minnesota, by air and bus in about nine hours, including layovers, and did so for about \$350 apiece. It beat driving for three days. Northwest Airlines was very helpful. We all travelled in uniform and it lent an official air to the proceedings.

The Scout bases are set up to look like old fur trading forts with the interpreters in period dress and a variety of activities for the arriving Scouts that are fun and educational at the same time. Remarkably, it all held the attention of 15 boys ages 14 to 17 years. For example, did you know that the average 18th century French Canadian voyageur was 14 years old when hired, 5'4" tall, weighed 130 lbs. and was an illiterate non-swimmer? There was a high mortality rate amongst these tough young men, mostly from drowning. Common ailments from carrying the 180 lb. loads along portage trails were inguinal hernias and dislocated kneecaps, controlled partially by sashes tied about the waist and knees. The pay was lousy. They used their hats as food bowls. Sounds like a hell of a way to live.

On arrival at the camp, we met our interpreter and were assigned quarters for the night. We had an orientation session and planned our route. The rangers limit entry into the various areas to two groups a day to avoid congestion. Our interpreter had already got



Scouts and leaders with finished paddles.



The scout base encampment.

Interpreters dressed as French Voyageurs.





Hudson Bay bread for lunch.

Portaging technique.



A week's trash for nine people.

Silver Falls.



Rigging a bear bag.



ten our food and gear picked. The tents and equipment were all top drawer stuff and in good shape.

Our departure the following morning was preceded by a good breakfast. We got our boats loaded and on the lake by 7:30 AM. Everyone quickly fell into a rhythm of paddling. The boys enjoyed singing and our interpreter taught them some French voyageur songs. Our days were marked by beautiful, sunny skies and temperatures in the 70's. Rain generally came at night but, miraculously, never disturbed us during the day. Wind was occasionally a problem, but we all learned that persistence seemed to pay off and we generally met our distance goals. We had heard that mosquitoes would be a big problem and prepared accordingly, but it turned out that they were no problem at all from sunup to sunset. If we elected to remain outside of our tents after dark, though, we could count on being eaten alive. These mosquitoes brush their teeth with DEET. There were no blackflies.

Each day started with a solid breakfast cooked on our two small camp stoves. Lunch was cold and consisted of various types of trail mix and a high calorie biscuit referred to as "Hudson Bay Bread." Each 3-1/2" x 3-1/2" slice packed a whopping 1000 calories. Our diets were designed to provide around 5500 calories per day and there were NEVER any leftovers. Suppers were generally one pot meals of some sort of pasta and dried vegetables supplemented, if possible, with fresh fish. We caught over 30 keepers, mainly wall-eye and small mouth bass. Pan fried with some lemon pepper and a little butter, wall-eye was the best eating fresh water fish I have ever had. On my return home, my weight was the same as at our departure at 177 lbs.

Camping in Canada was easy. We could camp anywhere we wanted. We had to go at least 200' feet from the water's edge to bury wash water or go to the bathroom. All human waste was buried with a little shovel. In one campsite we could do our business while gazing down Ottertrack Lake and looking over both the U.S. and Canada! It was inspiring! All trash of any sort, with the exception of toilet paper, was packed out. At the end of a week, all of the trash for nine guys fit into a 5-gal. bucket. No paper products were used.

All of our drinking water was taken directly from the lakes and treated with "Polarpure," an iodine based product effective against giardia, a dysentery producing organism found in otherwise clean fresh water. Each night after supper we hung our "smellables" including food, toothpaste, and soap in a bear bag suspended on a line strung between two trees. This was to discourage any unwelcome ursine visitors overnight.

We saw beaver, osprey, and eagles. We did not see any bear or moose, though one of the other crews did. It is actually extremely unusual for any campers to be disturbed by bear in the Northern Tier area, though there is a healthy population of black bears there.

Our crew's route carried us northeast through Birch and Carp Lakes and then up a charming string of lakes referred to as the "Man Chain." The "Man Chain" included "No Man Lake," "This Man Lake," and "That Man Lake." We exited the "Man Chain" into "Cache Bay" by way of the 155 rod "Silver Falls" portage walking beside the impressive "Silver Falls." Good walleye fishing was found below the falls.

"Cache Bay" was calm on the day we passed through, but it can be rough and challenging if the wind is blowing from the northeast. We completed our loop back to the Sommers base by way of the "Border Route," following "Ottertrack" and "Knife" Lakes and a series of smaller lakes by means of a number of beautiful portages. The sweeping vistas on these lakes were remarkable and unlike anything we were used to in Virginia.

The lack of other human contact was also an interesting experience. One day we saw nobody else. It was not until we got back to within 10 miles of our destination that we started seeing other crews and non-Scout groups heading out into the wilderness.

Over our six days on the water our eight man and one interpreter crew traveled a total of 75 miles over 22 lakes and as many portages. There were no injuries or damage to any of the boats or equipment.

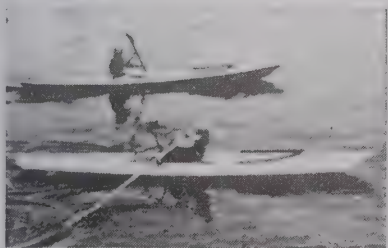
Upon our return to the camp we checked in our gear and moved once again into overnight accommodations. The camp provided a nice sauna and showers. An after supper "rendezvous" provided the Scouts with an opportunity to share their experiences with other groups as well as present skits and songs.

Our return to Virginia was uneventful. Our troop's visit to the Northern Tier was a wonderful adventure for Scouts and adults alike. Interested Boy Scout groups should take advantage of this resource. Readers who are interested in learning more about the Northern Tier programs should contact the Charles L. Sommers Base at: Northern Tier High Adventure Programs, P.O. Box 509, Ely MN 55731, (218) 365-4811, www.ntier.org.



Return to the Sommers Base.

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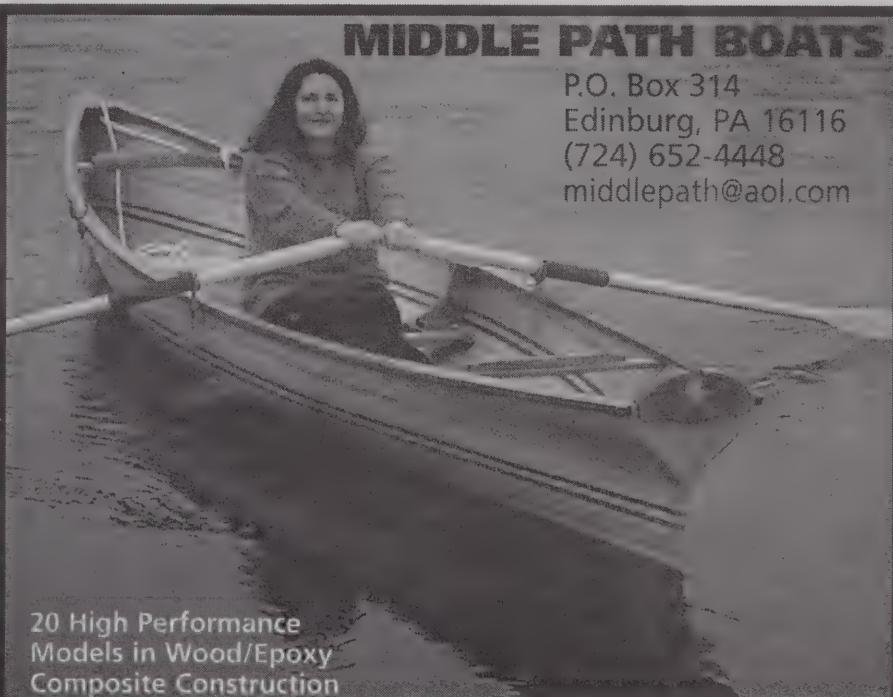
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Spectacular Eagle Creek campsite.



White Cliffs at Eagle Creek in a thunderstorm.

Citadel Rock, a black, igneous plug (magma intrusion).



Lewis & Clark Plus 200 Part 2

By Reinhard Zollitsch
<reinhard@maine.edu>

Are We Still On The Right River?

My second overnight stop found me at Evans Bend. I had planned to paddle 25 miles a day, which I figured should be very doable even with a strong headwind and in the rain. The current of about three miles per hour sure helps. Most days I was at my destination for the day at noon, leaving ample time for exploring, reading, writing, picture taking, and even swimming in the still rather cold water.

At the confluence with the Marias River, where L&C spent nine days trying to figure out which was the true arm of the Missouri, I met a group of five canoes. It was raining hard and we barely made headway in that strong easterly. I briefly stopped to look up the Marias and up the Missouri and it was absolutely clear which was the main arm, nine seconds max but not nine days.

According to Lewis' diary, this was a very trying moment. "... To mistake the stream at this period of the season ... would not only lose us the whole of the season but would probably so dishearten the party that it might defeat the expedition altogether." (Lewis, June 3, 1805). According to him, he was the only Corps member thinking the river went left (Missouri), while all others were convinced it went right (Marias River). To make sure, they camped from June 2-10 on an island at the mouth of the Marias and explored both arms extensively.

June 2-10, when their whole trip was hanging in the balance, I thought to myself when I was planning my trip, would be a meaningful date to be in these waters and experience firsthand what the river and the weather, two major factors of every trip, were like. Going down the Missouri in August to me was totally meaningless. The river could be so low that there would be barely enough water to float your boat, or it could even be too bony to run at all, as the old paddle wheel captains found out. I also imagined the heat to be unbearable at that time of year, and the scenery must have lost all shades of green. From reading L&C I knew that cold, rain, and wind were major weather ingredients for the Corps of Discovery and I wanted to do right by them.

Stopping briefly at the mouth of the Marias River, I also have to mention in defense of the intrepid explorers that the flow of the Marias must have changed drastically since June of 1805, mostly due to the construction of the huge upstream Tiber Dam creating large Lake Elwell. It must have been a real problem making the right decision, otherwise the Corps would not have wasted nine valuable days at its confluence when they could have pushed further upriver at their average speed of 15 miles a day.

Spectacular Eagle Creek Region

It was raining hard when I got to the white cliffs leading up to Eagle Creek. The raindrops were bouncing off the water, and

the air was suddenly filled with a very strong but pleasant herbal smell. I remembered it faintly but could not quite place it. So I closed my eyes, took a big whiff, and there it was, Nancy's sage pot roast. I loved that warm thought, while breathing in that wet sage aroma through my nose a real olfactory treat. I snapped a few wet pictures but the rumble of thunder made me hasten to my take-out at Eagle Creek. I found a great place under a huge cottonwood tree, got my tent up and gear in before the real downpour started. What a sight as the rain came around the bend of the river towards me.

As I knew from my reading, Eagle Creek was a must stop, and when the sun came out again, I realized this was the most impressive, spectacular campsite of the trip so far, no, ever. In retrospect, this spot was the essence of my trip, it had everything. It had history, scenery, geological splendor, and riddles. No wonder L&C camped here May 31, 1805, as did the German scientist and explorer Alexander Philip Maximilian, Prince of Wied Neuwied, with his young renowned Swiss painter Karl Bodmer in 1833 on their way to Fort McKenzie as guests of the American Fur Company. Their's was the first pure research trip up this fabled river, even before John James Audubon (1842). It was their account and countless sketches and watercolors of the people and the scenery "which gave the outside world its first glance" of this area, the guidebooks point out (Glenn Monahan, p. 55).

I loved looking at Bodmer's famous picture, "White Cliffs," and comparing it with the real picture out my tent door. It had not changed much, only the bighorn sheep were gone, at least in this area. But there were the same steep white cliffs intersected with a black igneous intrusion, LaBarge Rock, and the castle-like white chunks with towers and turrets capped with larger wheel-like darker/harder rock.

Getting into the Picture

Bodmer's other well known picture is entitled "Gros Ventre Indian Camp" and depicts 260 leather Atsina Indian tents on the banks near Arrow Creek at about mile 78.6. When I planned the trip I realized that my 25 mile a day pace would put me real close to this spot. So why not camp there also, put myself into the picture, so to speak, and make myself inconspicuous among the large sage brush and imaginary tall wigwams and enjoy a traditional, historical, and picturesque night on a former Indian site rather than staying at the official, fenced in, very artificial looking designated campsite at Slaughter River. I knew I would also meet most of the four boating groups from Eagle Creek there, and the name Slaughter River did not appeal to me at all.

A brilliant move, if I dare say so. It turned into my wildest and wooliest, most authentic and lonely campsite ever. My granite gray tent was exactly the color, size, and shape of the larger sage bushes. I had visually dissolved myself into the landscape and my green canoe disappeared in the tall grasses along the river's edge. I had flowering cactus at my door step and the "Divide," a mountainous range, filling my tent door. I had carefully checked for rattlesnakes. I knew this was rattlesnake country but this was too early in the season and too cold for them, I figured bravely. But I walked carefully through the



Getting into the picture, Bodmer's that is.



"The Divide" in my doorway.

"Badlands" below Dauphin Rapids.



sage of this traditional Indian camp and enjoyed myself immensely. That night, squatting in my tent, I loved telling Nancy in Maine of my whereabouts, during our prearranged brief phone call via satellite phone.

The nights were still cold and the days windy and often accented with rain. But the next day I covered the 25 miles in less than four hours, what a change from last year's eight hours on the Baltic Sea in Germany. I flew down eight named rapids which, even at this strong spring run off, were nothing but riffles. Only Birch Rapids kicked up a few whitecaps and the legendary boat eating Dauphin Rapids purred like a pussy cat. But I have to mention that the Corps of Engineers blasted and removed tons of rock and debris from this stretch in 1879, giving the river a minimum depth of 30"!

When there was enough water, the paddle wheelers often had to kedge or winch their way up this stretch after picking up some extra wood from the "Wood Hawks" along the banks, homesteaders who went into a seasonal firewood business. Those boats would burn 30 cords of cottonwood or 20 cords of hardwood a day, stripping the banks of everything that burned. When the water level was low the boats often had to unload their cargo, drag the empty boats upstream, and reload. Often even that was not possible, boats from farther upstream or ox carts would take over and haul the goods to Fort Benton. In the low water year 1868, I read, 2,500 men with 3,000 teams and 20,000 oxen were hauling freight from just below here (Cow Island) to Fort Benton. I have a hard time imagining this in this totally desolate and deserted area.

At mile 88, at the confluence with the Judith River, the river banks suddenly flatten out for a moment and look like pretty good homesteading and grazing land, and of course it was used that way and still is. Now there even is a bridge across the Missouri with campground and boat ramp. But this is only the second access point since Fort Benton, and paddlers are soon back in their usual, now mostly gray Badland like, hilly surroundings.

McGarry Bar, just below big bad Dauphin Rapids, sounded like a good camping spot for me, as it was for L&C on May 27, 1805, and many paddle wheelers before me. The cottonwood trees have all recovered from the steamship days and provide good shade, but sound like there is a storm blowing on the river and they could drop a dead limb on your tent, so beware. But they are homes to many birds, including ravens, magpies, and even eagles. I also saw an amazing number of Canada geese with their gangly, gray goslings in tow and white pelicans, who must have moved up here in recent years, making the grassy islands look very Floridian. Other wildlife included lots of very unperturbed mule deer along the river, and a bit further down the river at Castle Bluff (#109.5) a group of 12 bighorn sheep which were recently reintroduced into this area. They were doing what they do best, climbing up an impossible slope or grazing and drinking at the river's edge.

L&C's First Glimpse of The Rockies

One more stop on the river before my take-out at James Kipp State Park at the #191 bridge. My trip was winding down, and so was the scenery, it turned a uniform gray, even

though the banks in places reached 3,000' above sea level (I guess about 400' above river level). But my last overnight stop at Cow Island was a significant one for this river. In low water years, or later each season, all boat traffic would stop here and freight was hauled overland by "bullwhackers" (ox cart drivers) up Bullwhacker Creek (of course) to Fort Benton, as mentioned before.

But this is also the place where Captain Clark climbed one of the tallest river hills (3,100', about two miles north of Cow Island proper at #124.5) and got his first glimpse of the Rockies, so he thought. (He actually only saw the Bear Paws.) I had to check this out. So after six more named rapids, I pulled out at about #126 near Cow Island and got ready for my afternoon hike. I was about to start, with field glasses, water, and hiking/snake stick, when suddenly the bright sunshine and the distant horizon disappeared in an ominous haze, looking like a possible thunderstorm. So I decided instead to climb the highest hill behind my tent on the right bank and see what I could see from there.

It was quite a steep hot climb up over soft crumbling rock. The "mountaintop" was everything but hard smooth New England granite. It was nothing but 1/2" of hardened mud crust with loose sand and loam beneath it. I left deep footprints on top of the mountain, then slid down its side almost as if it were a sand dune.

My view to the Rockies was blocked by another range, as I had expected, and the thunderstorm was materializing. I had to get down fast or I would slide down the hill on the seat of my pants. This stuff is very slippery and cakes under your shoe soles like wet snow. It builds up to about 1" if moist, as the L&C men also experienced while pulling their boats along the river bank.

I made it down fine and cooled off in the river, which was still only 60 degrees and only shoulder deep, before the thunderstorm hit. It was a doozie, like most weather systems in this area at this time. But I was all set up and had everything bedded down. I even put a tarp over everything inside the tent, because all tents leak under extreme conditions.

Homesteading, Anybody?

There was one other stop on the way to Cow Island which I really enjoyed. I had read so much about the early hardy homesteaders on the bottom land along the river bends. It is hard to imagine how they could possibly eke out a living in this harsh land. I had to check out at least one of those homesteads and the log cabins along Cabin Rapid (#113.5) looked inviting. There was a main house with two rooms. One was the living area with kitchen, the other was the bedroom. There were cabinets with doors half open and the bedroom had a real white metal bed in it. I could fix this place up, I thought to myself. Nancy would love it.

There even was a root cellar and an underground ice house deep in the little hill under the flag pole. (Or was it a shelter, a hiding place from intruders?) A bit further up the gentle slope there were a few smaller log cabins and a larger barn-like structure. The brothers Ervin and Arnold Smith are supposed to have lived here as late as 1922-29, growing corn and alfalfa for raising hogs. I better ask Nancy first before I make a down payment on my retirement home.

Nights were still in the low 40's, the river in the low 60's, and the daytime air in the low 80's, and only one more day on the river. It rained again and I had a hard time getting motivated to get to my take-out at the #191 bridge. I was in Goretex again, packing my wet gear into my boat, having a real hard time not slipping on that awfully slippery mud. Once in the boat, I had to scrape the mud off my Teva bottoms, but I was off without a single bad word, like all other serious river travelers before me. No complaints, this is the way it is here at this time of year.

The Last Days of the Nez Perce Indian Tribe

I soon came to the Nez Perce National Historic Trail on which Indian Chief Joseph led his people towards freedom in Canada, trying to avoid a conflict with the American Army. But on Oct. 5, 1877, just 45 miles short of their goal, the entire tribe was intercepted and nearly eradicated. The Chief's surrender speech, "I am tired of fighting," is one of the most moving pieces I have read in a long time. The somber mood of this gray rainy morning seemed like a fair expression of this sad chapter in America's history.

I paddled on mechanically, overcome by the many conflicting strands of history which wove eager explorers, early settlers and homesteaders, boat men, and railroaders into the native fabric which had existed here for thousands of years, and all this against a backdrop of a more or less violent geological past of 80 million years or more.

To a certain extent this stretch of the Upper Missouri River is a time capsule, not much has changed since the L&C days or the first sketches by Bodmer. Our modern civilization, with its towns and industry, has passed this area by except for a few bottom land farms and homesteads. But the sandstone is soft and will erode with each passing year. The walls will collapse, the white columns with their parapets will tumble and end up as silt and mud in the river. Time will not stand still, it only seems that way. Looking at the scenery at Eagle Creek seemed like "a momentary stay beyond confusion" (R. Frost), as if you were staring "at the still point of the turning world" (T.S. Eliot), a scene where time stands still for a moment, but only to flow on. Nature will inevitably do its thing, and whatever that is, it will still be spectacular in this particular region.

In 1884 the Montana gold rush hit this area for a short while. A huge coal fired power plant was erected at river mile 134.1. But that boom too has ended and nothing is left of the eight tall smoke stacks or the mine itself. Only new cottonwood trees, sage, and other shrubs.

End Of Trip

Before I realized it, the bridge at James Kipp State Park came into view, and with it the end of my trip. I noted that I had missed the big bicentennial L&C celebration here by one day. Tough luck! Only a string of white canvas Indian wigwams and trampled grass were left near my little designated camping area. Fishermen were back, frantically trying to snare 50 100 pound plankton eating paddlefish (an ancient fish near extinction) with a one-week season and a special lottery-based permit.

I also realized that this is the beginning of the power boat area extending into the 150

mile long reservoir created by the Fort Peck Dam, a major recreation area for power boaters. It was time for me to get off the river.

My ride arrived right on time at 9:00 AM the next day and took me, boat and all, through endless prairie land filled with pronghorn antelopes, past the little town of Lewistown (where I quickly mailed my two paddles back to Maine), to a Great Falls airport hotel from whence I would catch an early flight back to Maine the next morning.

Great planning, I thought to myself, especially when I checked the national weather report warning of a severe hail and rainstorm with 60 knot winds about an hour from now. I was glad I was in a hotel because it was as fierce as predicted. That storm would have tested me and my gear for sure, and I was glad I was not out there. Instead I ordered a hefty prairie raised steak with all the fixings, and even ordered a celebratory glass of wine to wash it down properly.

All in all a very memorable, fascinating, wild, and very scenic river trip which I enjoyed immensely, despite the cold nights and water, the frequent rains and often strong winds, as well as the desolate and lonely landscape. But since L&C did it this time of year, you should, too, to get as close as possible to

what it must have been like for the intrepid Corps of Discovery some 200 years ago on their way to the Pacific and back. Hats off to the explorers! It was truly a great feat all around. I am still very impressed.

Information

Four river maps with info issued by: Bureau of Land Management, Lewistown District, Airport, Rd., P.O. Box 1160, Lewistown, MT 59457-1160.

Reference book on L&C as well as geological and other pertinent river info: Glenn Monahan & Chandler Biggs, *Montana's Wild & Scenic Upper Missouri River*, Northern Rocky Mountains Book, Anaconda, MT, 1997/2001 (purchased through Montana River Outfitters).

Boat rental and car shuttle through: Montana River Outfitters, Great Falls, MT (craig@montana.com).

Equipment used: 16' Old Town Penobscot (paddled from bow seat, stern first) Zaverall carbon fiber bent shaft paddles (personal, mailed in shipping carton via U.S. Postal Service Priority Mail).

Iridium Satellite phone (personal).

Marine Radio Telephone for weather reports (useless on the river, out of range).




Why I did not see the Rockies/Bear Paws (Cow Island).



"Nancy would love it" (homestead at Cabin Rapids).

Bicentennial celebration at James Kipp Park.





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Arey's Pond Boat Yard.



Dan Gould and the Lynx.

A spanking new 14' Cat in wood.



A Quest for the Ideal Daysailer

By Jim Lacey, Willimantic, CT
Lacey@EasternCT.edu

More than a decade ago in these pages I described my quest for the perfect weekender for my purposes (*MAIB*, April 1, 1992). After a two year investigation I at last decided upon the Nimble 20, a canoe yawl designed by Ted Brewer. I had no cause to regret my choice since *Chatterwug*, as I dubbed the boat I eventually bought, is a charmer, bottle green and buff fiberglass hull, tanbark sails, a deep cockpit, custom interior with much teak and pine, and the aspect of an 1890s Humber River yawl. Many people take her to be a classic wooden boat.

Alas, times and circumstances change and I find myself with more boat than I really need. Since my forays on Fishers Island Sound recently have been just for afternoons, I put *Chatterwug* up for sale and began the search for the ideal daysailer. I have in mind an easily trailerable catboat or maybe a sloop, about 14'-16' with pretty lines and sturdy enough to sail in the Sound. My fantasy is to tow this boat to various lakes, rivers, and coastal waters, and show up with her at messabouts hither and yon to drink beer and swap lies with the sort of people who write up reports for this magazine.

Where to find such a boat? I began my quest with the advertisements in *Messing About in Boats* and wrote for brochures from shops reasonably close by, Pert Lowell Co., Fernald's Marine, Arey's Pond Boat Yard, and Compass Classic Yachts. It occurred to me that two of these locations were in Orleans on Cape Cod and the other two close to Newburyport, Massachusetts, fortuitous circumstances which suggested mini vacation trips with my wife, Barbara. I would bring my camera along, talk with people, and write up a brief account, assuming that readers would like to know a bit more about these shops. Since Barbara and I had spent time on the Cape in the early '60s, we decided to do Arey's Pond Boat Yard and Compass Classic Yachts in Orleans first, thinking we might revisit Eastham where we had long ago rented a cottage about a quarter of a mile from Nauset Light.

On a bright Monday in August we headed for the Cape, planning to miss the weekend traffic. The drive to the Bourne Bridge was pleasant and without incident, however, the clouds hovering over the Cape proved to be auspicious since just on the other side of the bridge the rain poured down and the traffic, backed up for miles on Route 6, inched along, taking us two hours to get to Hyannis where we had reserved a motel room. The outskirts of Hyannis are packed with malls, franchises, automobile dealers, and the like, and it proved to be one of the few towns in New England in which a visitor has to ask for directions to find Main Street. This was not the Cape Cod I remembered!

After lunch at the motel (roast beef sandwiches and Guinness we had packed that morning) we bravely set out for South Orleans via Route 28, a road that passes through villages along the shore and has become em-

barrasingly overdeveloped with attractions and facilities for tourists. The traffic on Route 28 also crept along sluggishly for miles, and I lost any trace of envy I may have had for a colleague who has a cottage on the Cape which he visits on summer weekends. At long last we arrived at South Orleans, driving due north on Route 28 South (!) and luckily spotting the sign for Arey's Lane. The short trek down this side road and the one lane gravel path to the boat yard was rewarded by an charming panorama.

In front of us was the brown shingled residence of Arey's Pond Boat Yard, flanked by classic small boats with almost turquoise water, shimmering alongshore trees, and a bright sky in the offing. The small scale of the operation and the uncrowded peace and quiet of the scene was exhilarating. The pond itself, to our right, sported dozens of catboats and sloops riding on their moorings. The yard is ideally located adjacent to Pleasant Bay with about five miles of scenic sheltered water and access to the Atlantic. We stopped briefly at the shop where Catherine Macort informed us that the boss, Tony Davis, was out on the water with a customer but I might check out the boatshed, about a hundred yards up the way, where Dan Gould was at work.

In the shed, another modest building, Dan greeted us cordially. He was painting a Beetlecat in a small area just large enough for him and the boat, and later he showed us details of the 16' Lynx which was being built in the main section of the shed. Then he took us on a tour of the yard and of the boats sitting on cradles and in the yard's docks. Since I was particularly interested in their 14' Cat, I was pleased to have a close look at one they had just built in wood as well as Dan's own Djiril. I managed to get a couple of pictures of Tony Davis as he pulled up to the dock in serious catboat with a customer, pushed the boat about, and then took off again under diesel power.

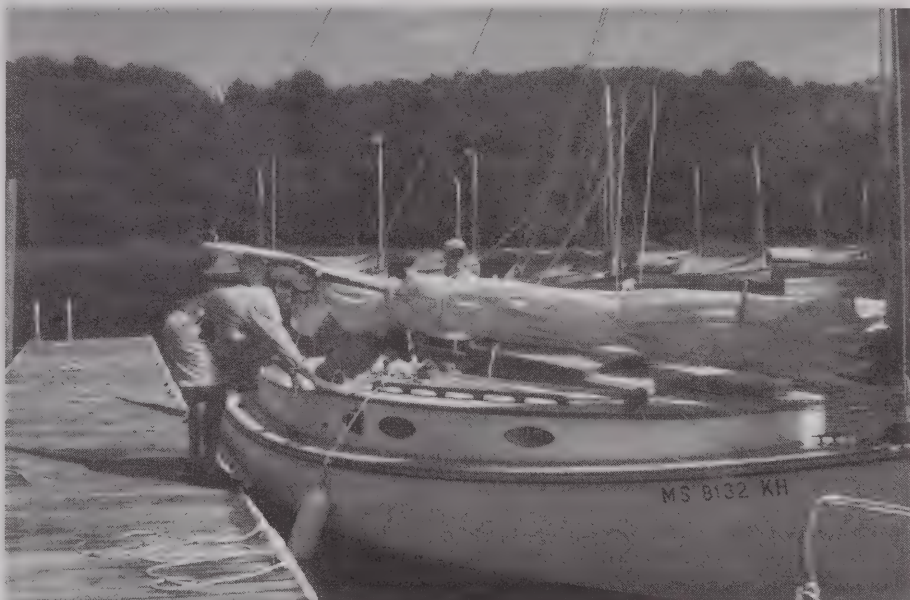
Our experience at Arey's Pond Boat Yard was enjoyable and pleasant. Yet much of the Cape we had seen had become, in my view, an unfortunate place to visit. But if you had picked the right spot, such as the Pleasant Bay area, long ago when real estate prices were more reasonable, it could still be great place to live.

We left Arey's Pond on a high, but our mood was quickly deflated when we again encountered the traffic on Route 28 North, which of course took us south and then southwest. Perhaps a fair portion of our discontent was because we had been driving most of the day from Willimantic, Connecticut, to Hyannis, and from Hyannis to Orleans and back. We had spent so much time on the road that at 4:00 PM there had been no thought of continuing on from Orleans to Eastham and the National Seashore as we had planned.

When we at last reached our motel, we were determined to walk to a restaurant for dinner. The jaunt to a stretch of Hyannis beach, which amazingly was uncrowded, was a couple of miles each way under threatening skies. We stumbled upon the Tugboats restaurant above the Hyannis Marina, where we enjoyed a great view of the harbor, prompt and cheerful service, and a so/so dinner. It had been showering and cloudy much of the day and the threatened downpour arrived just as we returned to our motel on East Main Street.



Dan's Cat. Note the lazy jacks and the auxiliary power forward of the mast.



Tony Davis showing customers a cruising Cat.

Compass Classic Yachts.





Merv Hammatt with his current project.



An original Baybird in wood.

A brand new 18' Hurricane sloop.



The following morning we had to make a decision, to return to Orleans to check out Compass Classic Yachts as planned or to abandon an enterprise that might once again involve half a day's ordeal in traffic worse than midtown Manhattan's. From Friendly's, where we stopped for breakfast, it was obvious that the sun was out and the traffic was thinner than yesterday, so we decided to take a chance. Also, it would be something of a disgrace for two people who had lived in New York City for upwards of 30 years to be defeated by traffic!

Compass Classic Yachts proved to be a tricky place to find. Inquiries in Orleans were of no help until we asked a salesman at a boat dealership in town who pointed us in the right direction, and a real estate man who gave us further details. We then made our way out to "the industrial section of the town" following elaborate instructions about roads, forks, and turns in the boondocks until we at last arrived at Compass Classic Yachts just as another downpour began. The factory itself was locked, but a number of attractive boats were spread about a country acre or two of grass and puddles. I took some photos and, as we were about to leave, Merv Hammatt, the proprietor, drove up in his pickup. He had just returned from a business trip to Maine and was pleased to show us around. Barbara opted to stay in the car while I toured the premises with Merv, who showed me the 14'2" Classic Cat (his own design) which he was working on as well as an original Baybird in wood he was repairing.

We returned to the mainland under clearing skies along Route 6A on the bay side. There was very little traffic and much to enjoy, classic Cape Cod cottages with mature trees and lawns, historic landmarks and monuments, and an ambiance of the tony, unaffordable Cape Cod we had admired in the 1960s. On the easy trip back to Willimantic, I went over what I had discovered. Both shops seemed to be focused on their larger boats. Neither had one of their 12-footers available. Compass Classic Yachts had just completed a Hurricane, their 18', 1600# sloop, and Arey's Pond Boat Yard was working on an 1800# Lynx, the largest cat they produce. A 14 Cat is a lot more boat than many people might think, certainly capable in almost any weather on Long Island Sound.

Interestingly, the Classic Cat weighs 600# and carries 130 sq. ft. of sail, while the Arey's Cat weighs 700# and carries 145 sq. ft. of sail. Arey's, I understand, will soon be offering a racing version of the Cat, lighter and with a carbon fiber mast.

To Be Continued

I discovered *Messing About In Boats* magazine by chance, (fate possibly). I was in the Pavilion on Baltimore's Inner Harbor searching for something to read that evening. I noticed a group of papers on the bookshelf that upon second look turned out to be a *Messing About In Boats* magazine, August 15, 1996. The cost was a dollar!

Later that night as I read it I couldn't believe my eyes! These were people like me, mostly amateur builders, those with a passion for building, tinkering, and telling the stories and descriptions of it all. I eventually signed up for a subscription and from then on my life took on a new meaning and direction.

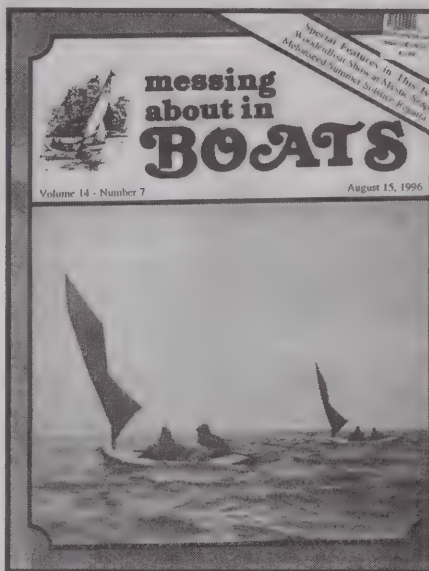
Since I was a wee lad I always wanted to build and sail boats. This was a result of my Uncle Bill taking me for a few sails on his beautiful Danish built double-ender and listening to him explain the virtues of owning and maintaining a wooden sailboat, one of the noblest things a man could do, as he would further explain to me. He never did explain why he then bought a fiberglass boat a few years later. But by then the seeds of my desire to build wooden boats were sown.

The problem was that at that time, late '60s and early '70s, there were not many boatbuilders that were building in wood. The few that were were not hiring anyone, especially without any experience. So the idea to be a boatbuilder was shelved and more practical employment was found. I also wanted to be a writer, but lack of background and education in it made me believe what others told me, that it wasn't a real possibility either. It took me way too long, but I have since learned that if you want to do something, just go ahead and do it. Ignore the negativity and the odds.

As my issues of *Messing About* arrived, my boatbuilding desire began to re-emerge. I looked at what others were doing and, more importantly, what they were saying, an apparent disregard for the traditions and dogma that goes with boat building out of wood. They had a real belief that good boats can be designed and built of plywood, among other things. But the important thing they were saying was that it is better to build a boat of any serviceable material, make it safe and con-

How *Messing About In Boats* Magazine Changed My Life Forever

By Greg Grundtisch

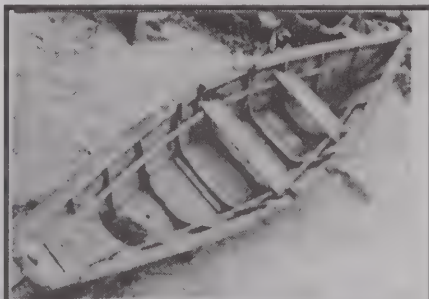


structed well, and get yourself on the water with your own creation, and purists be damned!

I am somewhat conflicted with that as I was, and still am, a big admirer of traditionally built boats. I admit I was once one of those "stuck ups" that thought if it was not of "real wood" and built like in the days of old, it was not a true wooden boat. Too closed minded for comfort, and I've since been enlightened to the theory that all is possible, give it a try.

Messing About In Boats magazine and its contributors, with a wide range of thoughts and ideas on building boats, opened my eyes to some new ideas. They had some good advice, too. Such as don't wait for the "right time" or don't put off the project because you

I thought about buying this. Wish I had!



18' Historic Banks Dory, in dry protected storage since '49. Originally workboat on salvage tug in Delaware Bay area. Strong traditional dory lapstrake construction copper fastened. Compl set of ash oars, thole pins & oar locks. Caulk it, paint it and go rowing. \$750. Sea Lion trlr available w/dory only. \$300. HERBERT JESCHKE, Philadelphia, PA, (215) 871-8493. (21)

are uncertain about building a boat the "proper" way. Just start building it and keep going. It will work itself out and you will have your first boat in no time at all. You will then be a satisfied amateur builder and can begin planning your next boat(s).

My first boat was built when I was 40 years old, now at 48 and holding I have built a half dozen little plywood skiffs, restored a few prams, one Friendship sloop, a couple of catboat kits, and a skiff type boat, the design of unknown pedigree. This is still undergoing restoration. I am also in the beginning stage of building finishing Bob Hicks' skipjack, as described in the June 15, 2003 issue with a tentative completion date of September 2004. Around here "stuff happens" and all too often, so "tentative" is the key word here. But it will be completed if it can be completed.

Anyway, a middle age crisis of sorts made me realize I had used up all the excuses to put off building or writing. Lack of money, no tools, not the right place to build, etc., etc. Not knowing how was a consideration, too. So one day I just cleared out a small space in the basement, found an old set of patterns and plans I had bought years ago, and made a list of what I needed. Then, with credit card in hand, I went to the local home improvement center and proceeded to buy all kinds of tools, hardware, wood, brushes, fasteners, and on the way home I stopped by a marine supply store for fiberglass cloth and epoxy. I was now invested in my boat project and had to complete it or answer a lot of questions from my lovely and talented bride, Naomi.

That first winter I built one 8' plywood skiff for my son Gary. I wrote of this experience in my first article in *Messing About* entitled "First Time Boat Builder." The following winter I built three more, changing and improving it each time. That was the beginning. It has been boats and boating ever since. I got so confident about my abilities to build, I made myself believe I could restore boats, too. It's only wood, after all.

One day a classified ad appeared in *MAIB* with a black silhouette of a gaff rigged sailboat. I only vaguely remembered the type, a Friendship sloop. I had built a model of one 15 years previous. I told myself that I would love to own one some day, but I didn't really believe it would ever be possible, especially in this area where fiberglass sailboats reign supreme. Well, here was one for sale, and at a price I could not afford. But we inquired anyway and found ourselves driving to Rhode Island to have a look at her (*Ellen Ann* #215). She is still for sale as I write.

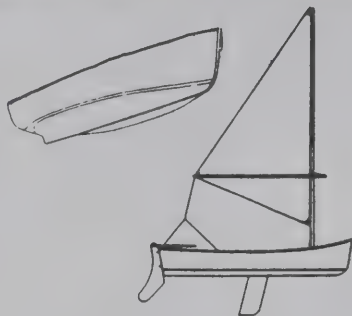
We did not buy that particular boat. It needed too much work. But my lovely and talented and very computer savvy bride found the Friendship Sloop Society. This in turn got me a list of sloops that members of the society had for sale, and seemingly nothing we could afford. We looked on Martha's Vineyard at *Kochab* and then to Essex, Massachusetts, where we looked at Harold Burnham's 22' *Kim*. We also looked at a small fiberglass one right here in western New York.

To realize that owning a Friendship sloop was possible, if not affordable, was inspirational. I developed a new attitude. I began to become a bit obsessed with the idea of owning one. I do have a credit card, so all things are possible. After searching and just about giving up, eliminating boat after boat,



22' Friendship Sloop Classic, Passamaquoddy blt '68, cedar on oak. Friendship Sloop Society registered #215. \$5,750 incl lg inventory. If you like classics you'll love this one. Compl specs & photos available on request. If you're interested about owning a Friendship let's talk. DAVID COLINAN, Lincoln, RI, (401) 331-3358 ext.735 days, (401) 725-5640 eves, email: DAVID.COLINAN@NESTOR-PC.CCMAIL.COM/USERVE.COM (21)

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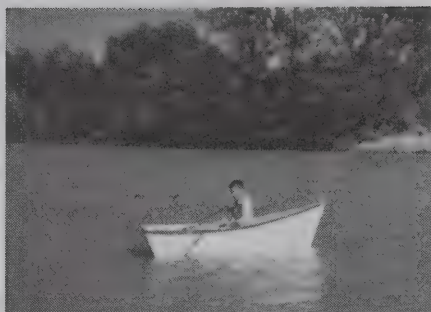
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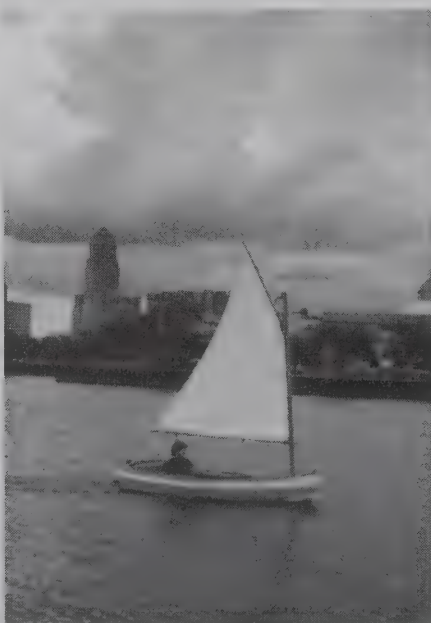


Son Gary at age 9 in the first boat that got it all started.



The Swifty at the Great lakes Wooden Sailboat Society regatta and show.

Bitty Cat sailing o'er the Erie Basin in Buffalo, New York.



we suddenly found one semi-affordable. The big obstacle was that it was at the far reaches of the U.S. in Jonesport, Maine.

To Maine we went and found #141 and what was to become the good sloop *Sea Dog*. Built in Portsmouth, New Hampshire, in 1973 by James Hall, it had spent over four years in the front yard of the current owner under a leaky plastic cover and in need of help, but structurally sound for the most part. It needed a new mast, bowsprit, and plenty of work, but we bought it, and then had it shipped to our house in Lancaster, New York. Let the fun (restoration) begin! I learned a lot.

And all because of that *Messing About* magazine ad. I also had a little overconfidence in my restoration abilities, too. I attributed that to reading the stories of other projects taken on by other amateurs and their "can do" or "just do it" attitudes. "We're not building rockets here," as someone once said.

The arrival of the boat, the sailing, and its restoration, and membership in the Friendship Sloop Society, the Great Lakes Wooden Sailboat Society, and other groups, have been the source of some subject matter for my attempts at writing. I am amazed at how writing and boatbuilding seem to go together. I am continuously impressed at the talent and skill level in building and writing, by both amateur and professional alike. Their willingness to help and instruct, and their generosity with their knowledge and experience is most impressive and appreciated. It makes one feel a real sense of pride to be a part of it.

The purchase of other boats from the classified ads and buying kits from advertisers and building more boats of my own design have all helped me find reasons to write. Vent perhaps.

And now, because of *Messing About In Boats* magazine, I am building a new boat shed to house a skipjack frame that Mr. Bob Hicks has generously given me to complete. This will give me a skipjack to build and sail and fodder for tales to tell about it. It doesn't get much better.

I currently make my living as an OTR truck driver. But what I really do, thanks to *Messing About In Boats* magazine and its contributors and subscribers, is build, collect, restore, and sail as many types of boats as possible. And hang around with like minded folks. As Mr. Hicks once told me, "We (the Messers) are not "normal" and are outside the mainstream. But it is much less crowded out here." I agreed with him and then added that the company is good, too. It's damn good. Life changing, and I thank you all very sincerely. Happy sails!

The Friendship Saga



First look, *Ellen Ann* in Lincoln, Rhode Island in April 1997.

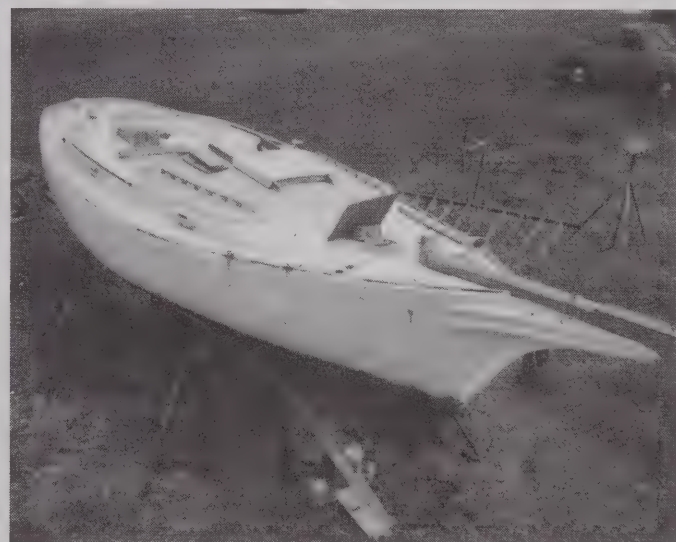


Katherine D'Agosta in Jonesport, Maine in June 1997, we bought her!



Harold Burnham's *Kim* in Essex, Massachusetts in May 1997.

Kochab on Martha's Vineyard in June 1997.



Now *Sea Dog*, undergoing restoration at home in Lancaster. New bowsprit is prominent.

Sea Dog returning port in 2001.



Annapolis businessman Joseph Cater wants to make boats accessible to kids who might not otherwise have the opportunity to learn to sail. He determined that the best and most cost effective way to get kids out on boats is to help them build the boats themselves. Cater did just that on the 4th of July weekend with the help of Chesapeake Light Craft, the Eastport Yacht Club Foundation, and the Annapolis Maritime Museum. In fact, he helped kids, and their parents, too, build and launch 12 sailing dinghies in just 3-1/2 days, a record number in record time.

Chesapeake Light Craft, LLC, had just the craft Cater needed for his youth sailing program, the Eastport Pram, an 8' sailing dinghy of classic good looks and nimble handling, built in mahogany plywood using a simple stitch-and-glue method.

The Eastport Pram held particular appeal to Cater. He wanted his weekend boat building event to coincide with *WoodenBoat* magazine's "Family Boat Building" program in 2003, but the 12' skiff promoted for construction during that event wasn't ideal for the type of youth sailing program Cater wanted to establish at the Eastport Yacht Club. The Eastport Pram is similar to the Optimist Pram commonly used for kids' sailing programs, but it's slightly larger and sails well with a parent and child crew aboard and can be used as a yacht tender as well. It didn't hurt that Cater wanted to build his boats in the Annapolis precinct of Eastport, from which the pram takes its name.

The Eastport Pram is normally built by a reasonably well-skilled adult in 80 to 100 hours, including the paint and varnish. "So teaching kids to build 12 prams in 3-1/2 days was going to be a tricky bit of work," admits John C. Harris, Chesapeake Light Craft President. Harris, who has been involved with *WoodenBoat's* Family Boat Building events in the past, designed the Eastport Pram and teaches at the *WoodenBoat* School. Beginning in September of 2002, Harris worked with

Family Boat Building Eastport Yacht Club Foundation Launches Twelve Sailing Dinghies In Just 3-1/2 Days

Cater and members of the Eastport Yacht Club Foundation Board of Directors to streamline construction of the Eastport Pram into a tightly choreographed 35-hour schedule. Sanding, painting, and varnishing would be done at home.

After a February test assembly of one boat, Harris, Cater, and a half dozen Eastport Yacht Club volunteers pre-assembled sections of the Eastport Pram kits at Chesapeake Light Craft's factory. So when the whistle blew on Thursday afternoon, July 3rd, every family had everything they needed.

"Let's build a boat!" intoned Harris over the PA system, signaling the start of construction. With 12 families crowded beneath three striped tents on the grounds of the Annapolis Maritime Museum in Eastport, bystanders were reminded of a circus. Quickly, however, from a collection of precision pre-cut plywood panels, the shape of a lapstrake dinghy grew on each of 12 pairs of sawhorses.

Intense hours of construction followed beneath oppressive Maryland heat. Harris, who was in charge of boatbuilding instruction on the project, admonished the families to drink plenty of water when not exhorting novice builders to "keep epoxy off your skin!" He was also heard to remark that the only thing good about the 100 degree heat wave was that epoxy cured in record time.

Saturday, Day 3, was the long day. With a ceremonial launch planned for Sunday, the majority of the epoxy work had to be completed without fail. Hot but cheerful, builders helped one another keep to the blistering schedule. Between them jogged Harris and a sweating crew of EYC volunteers wielding

cordless drills and heavy sanders to keep all 12 boats on schedule. Kids smoothed rudders and daggerboards while parents spread epoxy into stitch holes and beneath seats.

Undaunted by the long hours in the heat, the boat building teams leapt to finish the task on Sunday morning, kids fidgeting and anxious for the afternoon launch of the sailing dinghies. Heightening the electric buzz of anticipation, the grounds of the Annapolis Maritime Museum filled with bemused on-lookers, some of whom had seen the miscellany of parts on Thursday and marveled at how they had been so quickly transformed into shapely boats.

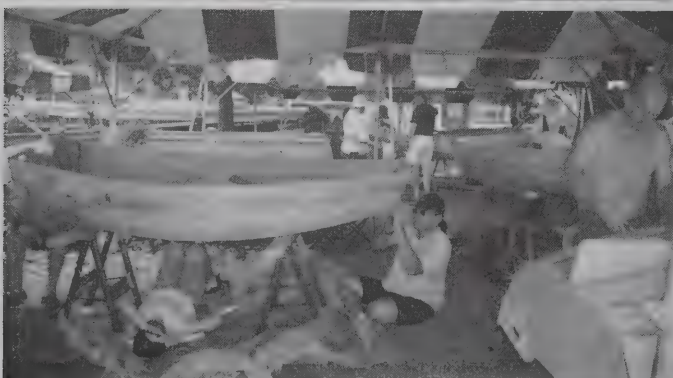
At last the 12 identical Eastport Prams were lined up on the beach, crisp new sails laced to spars. There was a pause while Joe Cater spoke to the crowd about how his late father helped him build a sailing dinghy to introduce him to sailing and how the Family Boatbuilding project had given him an opportunity to recreate and propagate that unique experience. A speech by Annapolis Mayor Ellen Moyer and a blessing of the fleet followed, and then with a cheer all 12 boats slid into the water for a sailing parade in Back Creek.

Specifications

The Chesapeake Light Craft Eastport Pram kit is available for single or group purchase. Rowing Kit: \$649. Sailing Component Kit: \$589. Length: 7'9". Beam: 4'0". Weight (epoxy-coated okoume plywood) 55 lbs.

The Eastport Pram Rowing kit includes: Plans and instructions, precut parts, epoxy, fiberglass, one pair of bronze oarlocks, drain plugs, daggerboard trunk. Sailing Component kits include: Mast and boom blanks, rudder, daggerboard, hardware.

Chesapeake Light Craft, LLC, 1805 George Ave., Annapolis, MD 21401, (410) 267-0137 9am – 5pm EST weekdays, 9am – 1pm EST Saturday.



That damned Murphy is still breathing down the back of my neck. My wife and I had had responsibility for a whole bunch of children for almost the whole month of July and it wasn't half bad. You know she taught the youngest children possible for a whole career as a school teacher and the last 10 years or so she had "pre school." That's four-year-old kids who have graduated from various day care situations. All those poor women who supervise day care want to do is to do the time and draw the check so these children, though excellent raw material, are mighty raw. Jane can have them walking in line and acting polite before the first week is over.

Her main move is to catch the small, fit throwing, miscreant under the armpits and raise him (or her...it is 50/50) to eye level and say, "Do I look like your mother? Is my hair blonde and fluffy? Do I wiggle my head when I talk? I am bigger than you and I know what you need to do so you will have to do it." I took a little poetic license with the details but that's about what it was like. Now she has retired.

Anyway, all the various rigamaroles of school are fixing to get started again without her and the children (we have six grandchildren, aged nine to two) are getting organized, so we went to the coast all by ourselves for the first time in a long time. Actually, it was sort of lonesome. Artifacts of the children were all over the place...sea shells to grind into sand underfoot, cursed Barbie doll cooking pots to step on, poor old Shrek hanging by the neck from the east deck, and juice cups fermenting under the sofa, which brings up an observation.

There are three kinds of children's juice. One is the real thing, apple juice flavored in various ways, and then the next which is just sugar water with artificial flavoring. The last is "special juice," which is just water and artificial flavoring and some kind of artificial sugar. A childproof juice cup which will not spill (a wonderful invention) acts like it has an airlock and will ferment up a most wonderfully effervescent wine under the sofa in just two or three weeks, but it won't work with "special juice."

We started driving about safe daylight (I do not like to hit deer with a car) and moseyed on down in time to open up the house about 9:30. It was, I believe, the first calm trip over we have ever had with the Rescue Minor. It was just plain flat calm and I let her rip. Of course I still have the little 9/8 (re pitched from 9/6) weedless propeller on there and I estimate that she rips about 16 knots, but here we went.

There was a lot of grass floating in windrows on the surface both from the storms of this amazing (blew a full 20-lb. propane tank over on the bayside porch) spring and early summer and from all these shrimp boats scouring the grass beds for a few bugs to feed self indulgent, high maintenance women. I just took "weedless" at its word and ran right through them. Last summer, I was running the 10-1/2"/10" old WW II stormboat motor, Mickey Mouse eared propeller on there and had to back down every time I crossed a weed but this prop just walked on through them. Of course it doesn't back down like the other prop did but you can't have everything...besides, I don't do much backing up with a boat. I treat it like an airplane and if I don't hit it right the first time, I make another pass.

The Starter Fell Off

By Robb White

I know I need about a 10-1/2"/8" LH, but I sure wish I could find a weedless one. One of my sons is haunting the E-bay for me.

Anyway, we rolled on in and unloaded our little load and opened up the house and, even though the water was yellow stained from the tannin out of the rivers so that I knew the fish would mostly be gone somewhere else, I knew a little place where I thought they might be taking refuge so I scurried around as best I could. We got the cast net and rigged the water jug (only a fool...) and waded out and got in the boat. The Rescue Minor is most accommodating that way. The sides are so low that it is easy to one hip up on the rail and swing on in with not a hint of indignity. I would rather take a little spray any day than make a spectacle of myself...but...

Jane pulled the anchor and I mashed the button and the starter just whirled. The wind was blowing us offshore. "What you want to do, anchor back again?" she asked. "Naw, dammit, Jane," I replied "I'll just snatch this engine box off of here and fix this immediately," but when I snatched the engine box off I found out that the starter had fell off. It was not a failure of bolts or any predictable thing at all but just that Murphy had been at work. What it was was that the damned 3/16" (or whatever that is in metric) thick plate that Kubota had put on the end of this engine to hold the starter had fatigued off at the bolt holes and the starter had fallen off and was lying completely out of connection with the flywheel. Jane noticed that and dropped the anchor. I tried to hold the starter up against the ring gear by hand but it didn't work. Jane began to pole back in.

I quickly made a fish plate out of a piece of one of those foot actuated tire pumps we had used to inflate the rubber bladder style well pump tanks that we used for a little while over here. Because I smelled the breath of Murphy, I made a spare. The jackleg fishplate worked fine and we went east as far as possible but the mullet were too scarce to find. Fortunately my sister had left us a package of frozen hot dogs left over from Coast House Week. What joy.

I am beginning to enjoy the cat and mouse game with this damned Murphy. I already put some real fuel filters on the engine and a bonafide manufactured raw water strainer big enough to do the job on the exhaust water pump in anticipation of his antics, but I would have never suspected that he would fatigue the starter plate. I'll be interested to see if he can bite this one I just finished. It is built of the same steel that they make cultivator plows out of and is twice as thick as the original. It is not that I expect complete immunity from Murphy's law because of my imaginative use of my intuition. Hell, I know things will go wrong no matter what. I believe I can fix them though.

It didn't take anything but a file and a hacksaw and one drill bit (I have one of those old two-speed breastplate style hand drills which will run rings around any electric job short of a Bridgeport mill for drilling steel) to make the fishplate to temporarily affix the starter back on the Kubota. Nope, I am not

afraid of old Murphy. Let the conflict be joined. There is one irksome thing to it, though. After we got back to the shop, I was putting the flywheel and new starter plate and all back on the stern of the engine when my son showed up for work. "What you doing, now?" he needed to know.

"Damned starter metal fatigued off but I got it put back on there right now," I bragged. "I have some other improvements in mind that ought to finally make this sombitch reliable," I continued.

"What's that?" he asked, "an outboard motor well?"

An interesting aside: Atkin specified a 10"x12" wheel to push this boat to the designed 17.5 statute mph at 2,000 rpm. My belt drive reduction changes the 3,600 rpm of the Kubota to 2,700 at the propeller. I believe he was right. His last tunnel boat was the remarkable 22' Shoals Runner which also only draws 6". He specifies a 9"x8" at 3,000rpm off of an Atomic Four to do the same 17.5 statute. Shoals Runner is not all that much bigger than Rescue Minor and again, I think he was right. I get 16 nautical knots off the weedless 9"x8" at 2,700 which is right in line with what he thought.

I believe I can turn a 10-1/2"x8" on a weedless propeller and still get Atkin's 17.5 statute and maybe a little more gas mileage than I have now. With the 10-1/2x10, the boat will run way faster than Atkin said it ought to do and it is easy to tell that the amazing dynamics of the hull are set up not to go that fast. He repeatedly says not to overpower the boat. He also says, "Shipmates, do not completely spoil the professional character of the design by adding useless curves and sweeps of little, if any, value to the performance and purpose of the boat. Follow the plans and the intent of the designer and make a shipshape little craft." Dang.

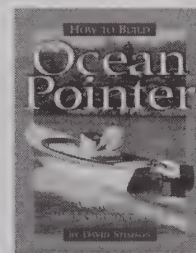
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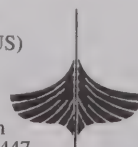
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Cartaphylla may be designed by and for dreamers, but it proves a happy point. If you're willing to forget popular notions of how a boat should look and design it for the task and tools at hand, you may come up with a craft that's unique, affordable, and capable. And it might even look good. Want to boldly go where everyone's already been, only cheaper? Read on...

The task at hand here is getting a couple across an ocean neither broke nor broken and hopefully undivorced. The tools at hand are a garage or shelter and a few power hand tools. A bench saw would be a big help, but one can get a Triton type set up where you bolt your power saw into a purpose made bench. If you have \$1000 to start and a job, you can pay for this boat as you go.

The major compromise that makes this design work is the narrow beam, entirely appropriate for schooners but unusual in one of this size. The slim displacement hull imparts speed and stability and the ability to build it in even an English garage. (Sorry, Guv!)

Cartaphylla has a single hard chine and is built from sheet ply/epoxy, glassed outside. She is built upside down on a strongback in the standard manner documented exhaustively elsewhere. Marine ply is 12mm except the heavier bottom, 2mm x 9mm, which also helps around the bow where the curvature gets a bit radical. Ply/lumber bulkheads and a couple of ply ring frames are positioned on the strongback and fixed by chine logs, stringers, and most importantly the keel pieces.

This boat can be ballasted internally or externally. As the keel is the biggest hassle, I've taken the law into my own hands here and specified a 17' length of lead filled used 6" drill pipe. Get a bit that's threaded one end if possible so you can cap it. There are many ways to do the keel, but I like this one. Make up the keel drawn in the profile from 25sf of 6mm steel plate welded to the top edge of your pipe. The whole shooting match weighs in at 2,500 lbs. or 47pct, and if you can keep this boat upside down with that lot on you're a pretty clever bloke.

Cartaphylla Ocean Going Pocket Schooner

Jeff Gilbert Design #117

Specifications

LOA 27'8"
LOD 23'0"
LWL 21'0"
Mainmast ASL 24'0"
Mizzen 23'0"
B max 5'0"
Draft 2'6"
Deadrise 20 degrees
HR max 4'8" (sitting)
SA mains 126sf, 98sf
SA jibs 81sf, 55sf
Disp 5,300 lbs
Ballast ratio 47%
Aux (elec?) I/B 10hp
Inch immersion 367 lbs
Build time max 2,000 hrs
Batteries 6x12v gel
C(Disp) (10.1, -0.5)
CE lead over CLR NYA
SA/Disp (100%) 19
Disp/WLL 255
Tankage 50g + bags

The shape of this keel is as drawn but extending 150mm inside the wooden part of the boat; i.e., beyond the hull keel line. The wooden part of the keel is two pieces of 25mm x 150mm ply, gapped 6mm, full length on edge. In the cabin the top edges of these take the floor sheet, which lifts anyway so you can get at the bilge. These ply (or laminated) keel pieces are fixed to all bulkheads with epoxy and glass tapes and braced till the whole shebang is stiff and strong.

Features from stem to stern:

The laminated ply bowsprit 4'6" could be designed to pivot back. Pulpit recommended but not drawn.

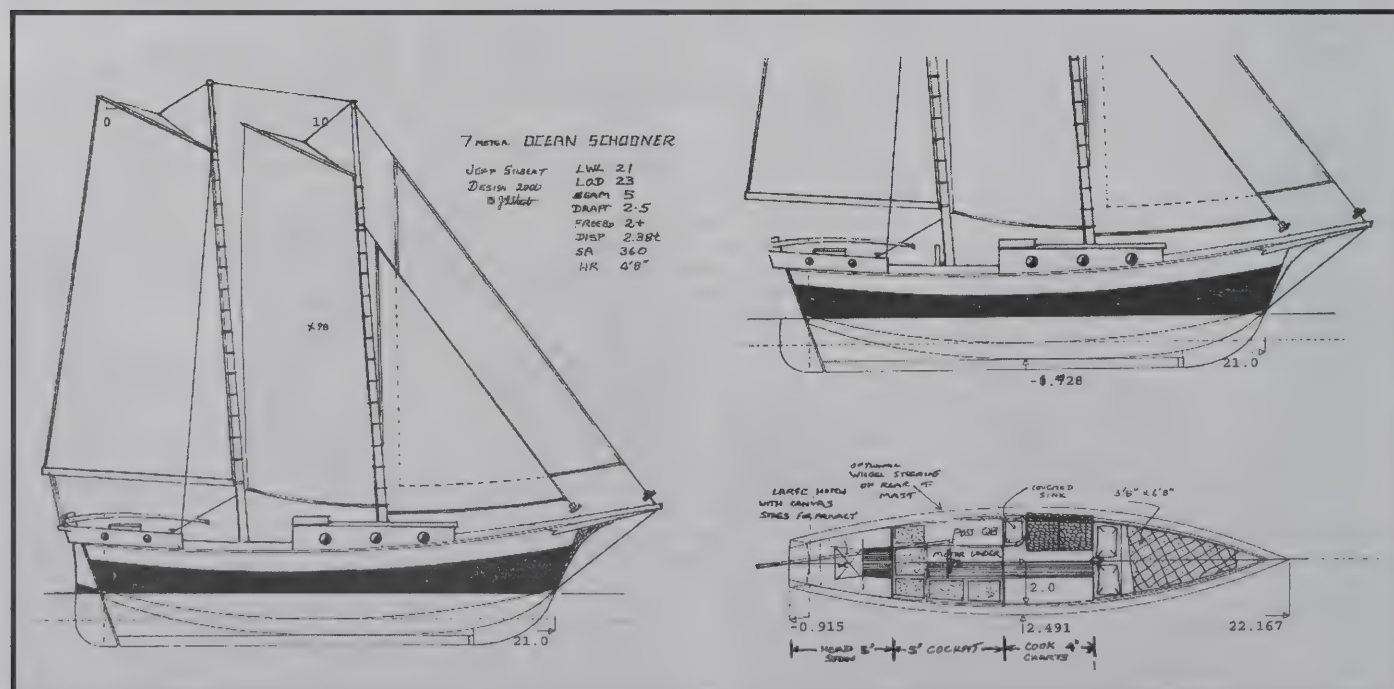
Foredeck is turtled in centre but level from foot of cockpit coaming forward. This creates an extremely safe work area at the expense of needing a deck drain and only 2' clearance over the forward section of the bunk. Anchor rides under sprit, small well forward of bunk for warp.

There is no forehatch (porthole vents) as the foredeck and forward deckhouse fit Squeezebox, the sailing lifepod tender. She doesn't impose badly parked upside down with the two foredecks cheek to cheek.

Berth has flotation, 50-gallon water tank and lockers under. The 500 lbs. of water balances the lazarette, the ship's store.

Two's company, three's a crowd applies in this little saloon though it does have a 24" sole and 4'8" headroom. The beam precludes a lot of clambering over other bods, you can sit, cook, read, eat, navigate, and sleep comfortably. If you want to stand up you can do so in the companionway or cockpit. The utility bench is a foot deep only, containing lockers, but with footspace under so you can stretch right out in the settee/chairs opposite. The locker door is hinged to the top so you can swing it up and extend the bench to 30" or half the boat wide. You can seat three for a meal using the end of the bed.

There's a tight quarter berth which is more for extreme conditions use, you'd be safe from falling and possibly even getting out. Removal of rear cushions (these are thick to fill the void created under the 6" side deck) makes this berth a lot wider at 21" than it appears in the drawing. The seat side table folds to cover a cabin bulkhead porthole, and a map taped to it can be read from the helm. Note that these seats could be widened to two armchairs if a builder wished. This cabin is a cosy little haven unless you try to fit too much into it. It's small but not cramped, and the expanse of bed relieves its confinement visually.



Saloon comfort comes partly at the expense of side decks which are the width of a foot (not a foot in width)!

The cockpit is large but with a narrowish 18" self draining sole which can't scoop up too large an amount of ocean. It's set fairly high but sheltered by coamings that extend from the cabin to the poop, which acts as a backrest for tiller steering. Alternately a wheel could be mounted on the mainmast base. Forward of the mast is a good spot to corral guests with the loose footed mizzen unlikely to scrag even the most errant landlubber.

The poop deck enlarges the lazarette into a room which will hold spare sails and stores with enough room for the dread bucket. You can take your ease with full privacy and seated HR under a large hatch with canvas fold-in sides.

Auxiliary is intended to be an electric with a bank of four gel batteries and two spares distributed about to trim the ship. The shaft would be horizontal (dotted line in drawing) with the prop in the usual cutout between keel and rudder. Unfortunately the costs of commercial marine electrics are prohibitive, and a secondhand Yanmar or similar would seem the best solution. A small stern drive or outboard would also be possible. This is definitely an area that's flexible. The author would also like to point out that there's a good spot to row from just forward of the mainmast.

Masts are keel stepped spruce spars and sails can be home made (developed panel designs available from the author). Second

hand rigs and sails are a viable cost saving alternative. Also, an American company makes sturdy 20' flagpoles which telescope to 4' and would be brilliant for passing the low bridges in European canals. This boat would be eminently suited to a combined sea and inland voyage with her shoal yet seaworthy design and narrow beam.

Sails look well tan or maroon. The sails can all be single handed without winches from the cockpit area. Sails should be made strong with slab reefing, and the only spare sail needed is mizzen that can be used as a spare main and boom tent in the tropics.

Cartaphylla can be sailed alone and really booted along by two. There's no need to run a spinnaker as she belts downwind wing and wing, high bow in the air. The high ballast ratio means she'll stand up well to her sails, this boat will continue to turn the miles in crook weather.

Loading beyond the waterline at the start of a trip won't worry her. Sails are divided into small manageable chunks, and in time the sailor will find there's a combination for all conditions and that in certain conditions she'll hold course with just a string on the helm.

Don't be fooled by Cartaphylla's sleek lines and elegant spars into thinking this boat is a show pony. She's as strong as a Mallee Bull, will do her hull speed of 6 knots anytime, and will get you across the pond, no worries.

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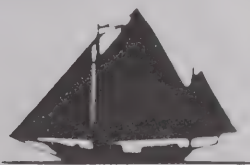
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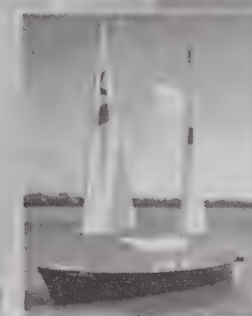
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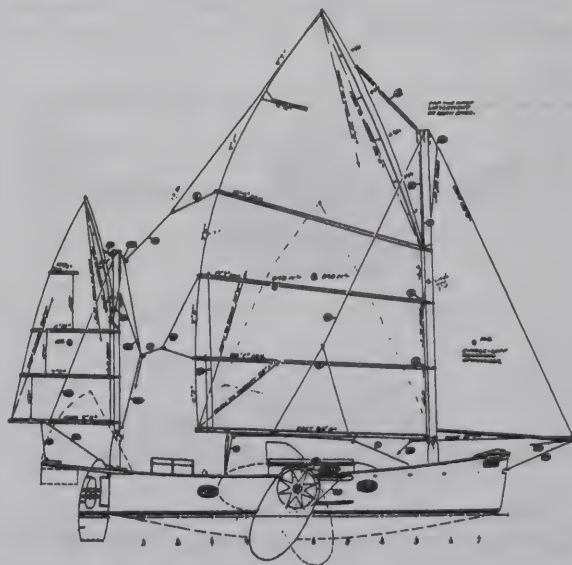
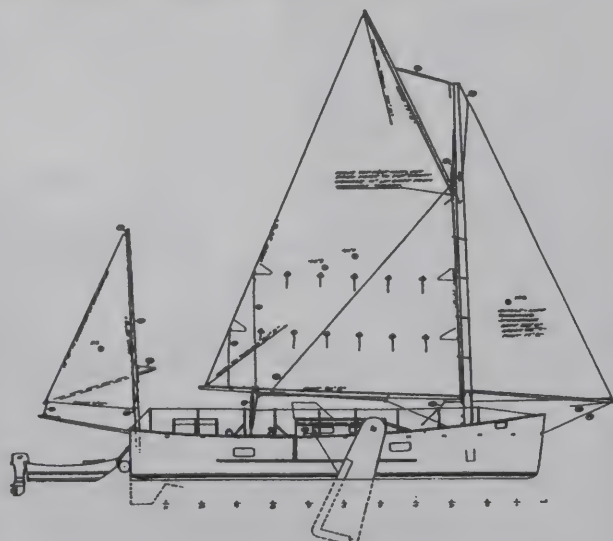
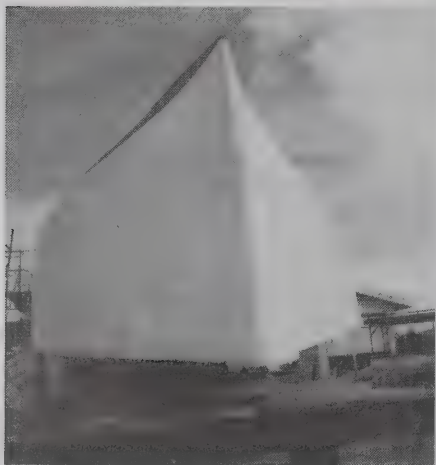
About 15 years ago we designed a boat for Phil Truitt to a wish list that was, and is, unusual but had good reasons behind it. He named the project Volunteer and intended to build her himself. The design evolved around the shortage of marina berths and anchorage space in Phil's southern California habitat. The usual way of coping is a trailer boat, but he wanted more boat than it's practical to haul and drive away from the sea routinely. He had found that there was space available to keep a boat, even a sizable one, on shore handy to a launching ramp.

Racing people, including keelboat racers, have done this as a matter of course time out of mind, among other reasons to allow a hard finish underwater without a fouling problem. Phil was doing it with a small auxiliary, but he wanted a bigger boat which would ordinarily be too deep and heavy for a reasonably sized vehicle to haul up a ramp. At that time we had not worked out the hauling/launching method we described in *MAIB*

Vol. 17 No. 20, March 1, 2000. Using that method would ease the problems and risks but not change them in principle.

The basic problem was to design a sizable boat, 35'0" by 9' with four berths including a double plus floor space for two or three more to spread air mattresses for a night or two, and in just above Spartan cruising accommodations shallow enough to run on and off a trailer and not to weigh more than 5-1/2 short tons for the hauling process, the latter figure being the most he judged his rig could handle. Also, masts that could be quickly folded down in smooth water and an armored bottom for inshore cruising in the Sea of Cortes.

We addressed the problem, first with a long ton and a half of seawater ballast that could be pumped out before hauling. The steel grounding shoe was to be heavy enough to make sure she wouldn't capsize before he could get her on the trailer. Second, we eliminated an engine and its tanks and other related weight. To maneuver her in port and provide some auxiliary capability in a dead calm, we designed a yawlboat to be towed on a semi rigid hitch on which a 25hp two stroke outboard motor would be mounted and in which fuel and batteries would be carried. The yawlboat would be detached as soon as the mother ship was secured on the trailer, to be hauled separately. Such an arrangement is, of course, often used in commercial craft on account of regulatory advantages. How practical it would be for general cruising is arguable, with obvious misgivings, though it does have the advantage that it would conform to wave shapes to some extent with less frequent pitching out of the prop.



He got the yawlboat built and tried behind his smaller boat, but Volunteer hung fire for 10 or 11 years while he sorted out various personal matters and acquired a generous building site out in the desert where he had stored assorted heavy equipment. By this time we, and he, had built up a long list of afterthoughts which he commissioned us to work out.

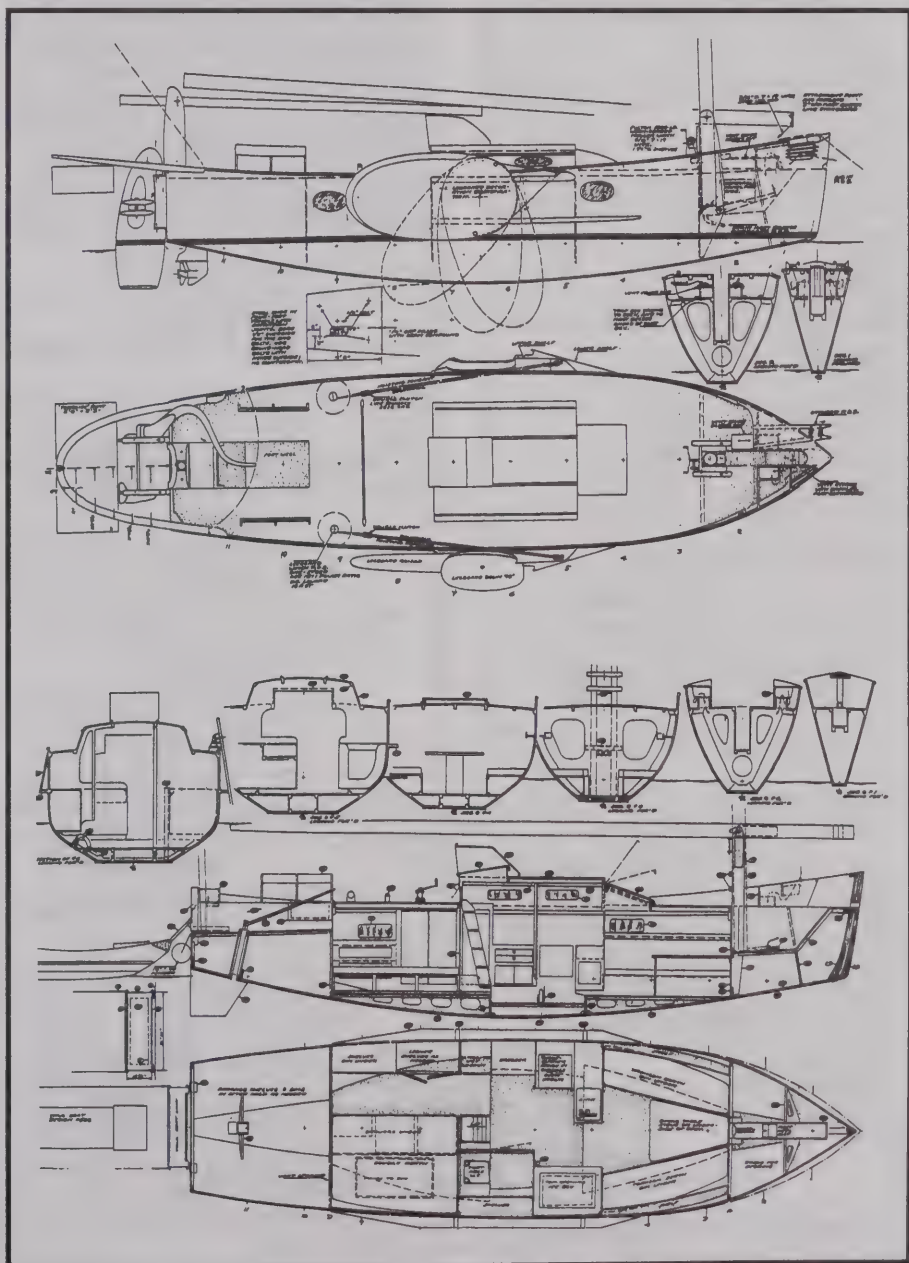
As of February, 2001, the general arrangement still seemed good, no new cabin plan was needed. The hull shape was not altered. But we all had decided that the yawlboat propulsion was not good enough. Recently improved outboard motor power seemed the best alternative; light, comparatively cheap, all outside the watertight envelope, and fully retracting to eliminate fouling and electrolytic problems and drag under sail (a major reason for discarding the yawlboat was the effect of towing it on the boat's performance).

We first looked at two 9.9 four strokes, one on each side of a centerline outboard rudder which we wanted for greater effectiveness and simpler construction than the under the hull rudder. Finally we decided a single 50hp four stroke on centerline between twin outboard rudders was the best solution. We expect it to drive her 7.8 knots with powerful maneuvering and ability to swing the stem into line with the bow on the trailer in a crosswind. The visual effect on her handsome stern is less grating with the centerline motor. The kinked tiller shown on the deck plan allows the rudders to be swung far over before the tiller encounters the mizzenmast to exploit the potential of the steerable propeller.

We redesigned the grounding shoe, having in the meantime investigated its differential expansion and contraction from desert heat to cold water which could have caused weeping leaks around the securing bolts. (This research applied to several other designs and we've written it up in *MAIB* Vol. 19 No. 15.) Using copper instead of steel was discussed again, but on this particular project decided against on the grounds that compared to the greater expense for copper, its antifouling properties were less valuable in a boat intended to be dry sailed much of its life and that it was not as strong as steel in a rough grounding.

The leeboards were redesigned to use single axis geometry, unballasted, with positive control of their angles with downhauls and uphauls. The mounting allows the weather side board to be an effective lateral plane, allowing both boards to be shallower. Since the pivot point is much lower, the fore and aft travel of the lower ends of the boards is reduced a lot, allowing sailing with the boards partly raised without producing lee helm. It's possible to sail with one board raked forward and the other aft to fine tune helm balance, and we think we notice a steadying effect on course keeping, at least in milder conditions.

We've been redesigning the early boards of this type to strengthen the pivot point, which is in tension on both tacks and showed weakness in two of the boats that have it. In one case the pivot bolt pulled through the mounting board, in the other the mounting board came free of the bottom shelf, both under somewhat extreme stress, but the revised system will have a much increased factor of safety.





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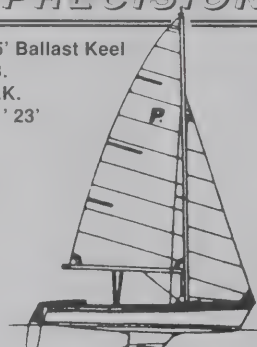
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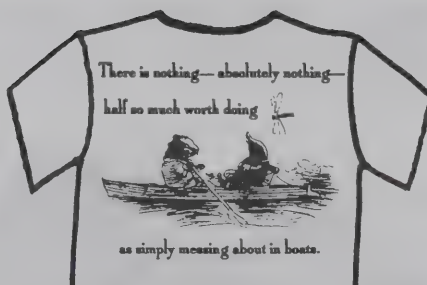
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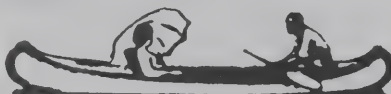
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Alterations in the rig are, first, a full battened gaff mizzen with its area almost double that of the first version. There have been complaints that the mizzen sails in some of our designs are too small to hold the boats' bows as high on the wind as owners would like when hove to. If the bigger sail cranks in too much weather, helm the battens will allow it to be partly feathered without destructive slatting.

Second, we gave her the "Chinese Gaffer" sail we've been advocating and have written about in *MAIB* and in the current edition of our book *103 Sailing Rigs*. The intermediate sheet runs through a block hoisted on a jackstay to get a better angle with various depths of reef, while the mizzen gaff and batten jaws are kept clear. This revised sail is more than a 100sf bigger than the first version and carries its area higher. We don't expect her to be able to carry full sail in wind of much strength, the idea is that she will sail reefed much more of the time than is now usual, but won't have to carry and handle any light weather sails.

Think of the top of this sail as being in the same category as a gaff topsail, but working with an order of magnitude simpler and more effective gear and leaving no spars or gear higher than necessary when reefed. Incidentally, the peak halyard angle, which looks steep, flattens out nicely as the gaff comes down. It only has to stand as shown on the sail plan in light to moderate wind strength. The curved gaff is a nicety easily accomplished with the plywood walled box spar.

The reaching spinnaker is carried over from the earlier version, though it is optional and less needed with the new, bigger mainsail. These single luffed reaching spinnakers work like a genoa jib, with the drawback that it's hard to set their luffs up tight enough to work well much above a beam reach, and the advantage that the tack can be guyed out on the weather bow to get an ideal sheeting angle. They have great power when properly used, but we don't have many photos of them in use because they don't work high enough on the wind to interest racing types, while cruisers usually can't be bothered with them.

Phil eventually decided to give himself a flying start on realizing her. He commissioned the Jespersen, yacht builders of high reputation in Victoria, British Columbia, to cold mold him a hull shell. The photo shows her ready to start laying the veneers in the Jespersen shop, a careful and accurate job. We understand that the shape was admired. The other photos show her arrival at Phil's Mojave desert boat shed where completion continues (the beautiful molded hull shell represents perhaps a quarter of the total effort to realize her).

Plans for Volunteer, Design #534, including the upgrade drawings, are available from us for \$600 to build one boat. Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930.

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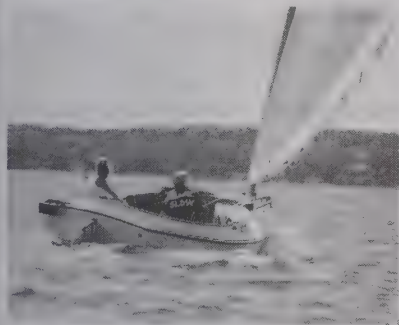
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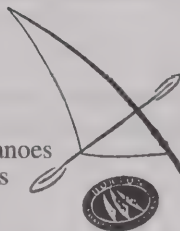
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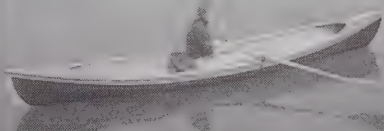
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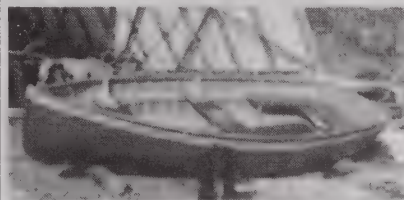
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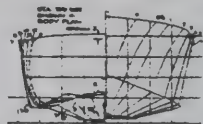
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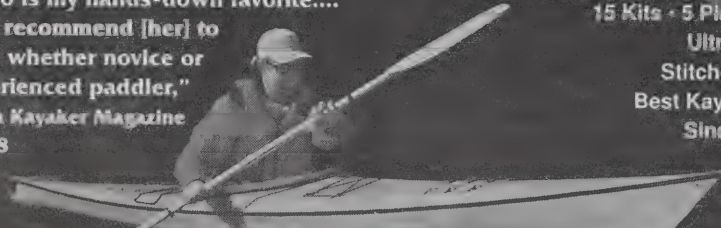


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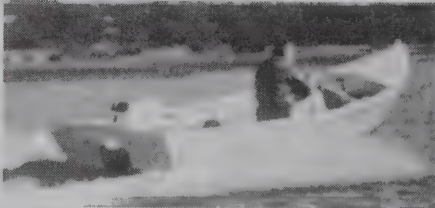
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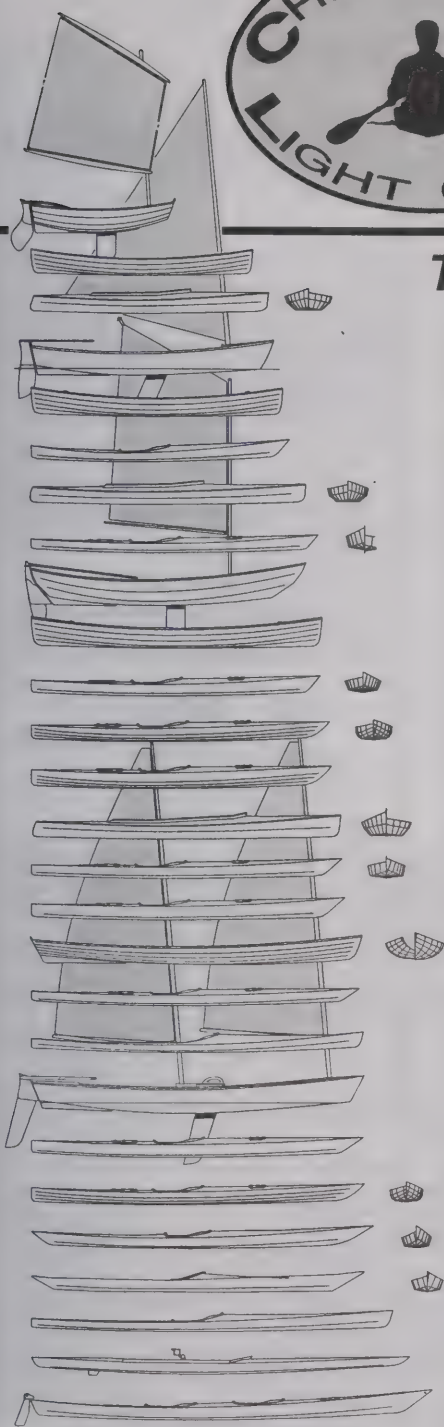
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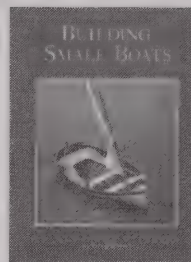
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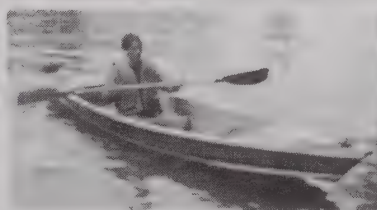
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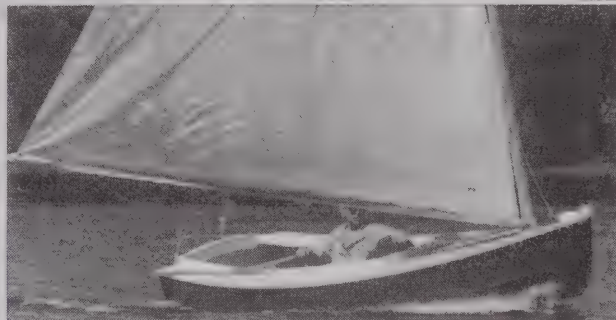
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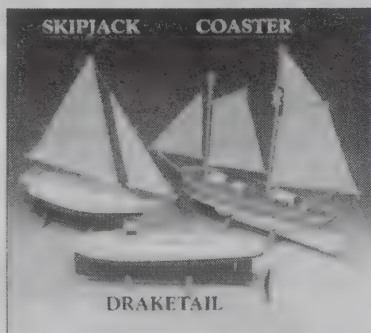
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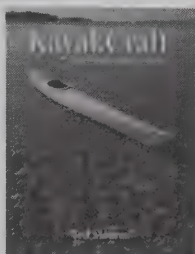
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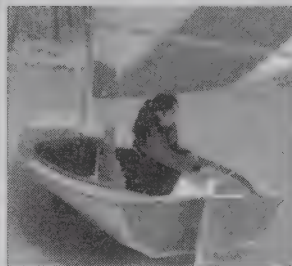
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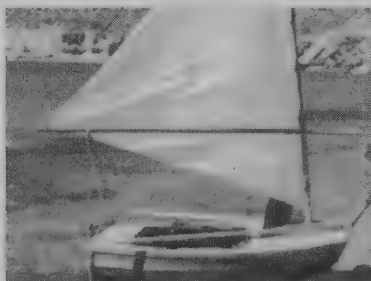
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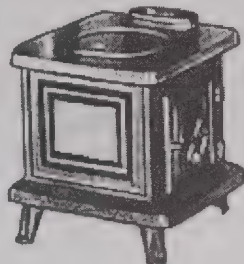
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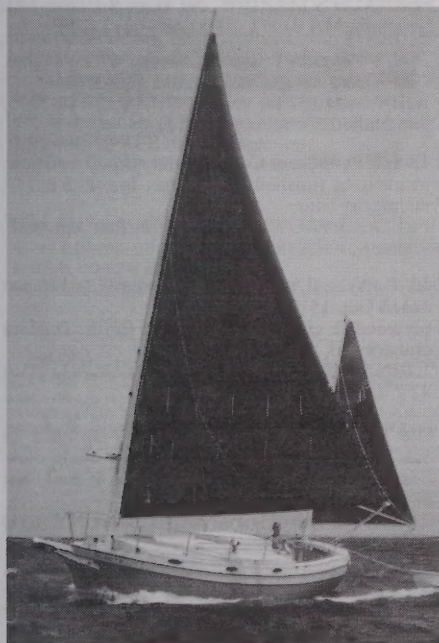
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12' Mixer Prototype, design by Jim Michalak, built '96, fine sailing skiff, 70sf balanced lug rig, fore & aft hatches, custom fitted cover, oars, garage kept, vy gd cond. Compl \$650. W/custom fitted galv trlr new in '96, \$850.
DAVID BOSTON, Factoryville, PA, (570) 945 3450. (11)

17' Hobie Cat Sailboat, #1201, vy little use, compl w/trlr, located at Sebago Lake, ME. \$1,500, JOHN LONGBOTTOM, Haddonfield, NJ (856) 428 7032. (12)

13-1/2' Bluejay Sailboat, plywood. New bottom, kick-up rudder. Will deliver. \$400 firm.
GEORGE SPRAGG, Waterford, CT, (860) 442-8591. (11)



One of Bolger's Best, able attractive clipper bow, raised deck, shoal draft coastal cruiser for 2. 26' on deck, 10' beam, 27" draft CB up. Professionally blt to highest standards & finish. Gorgeous interior w/2 lg dbl bunks, head, galley. 22hp Yanmar Diesel, Furuno radar, GPS, VHF, depthsounder, Sea-Frost refrigeration. Top cond. Extensive inventory. \$80,000.
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18' Solar Electric Boat, based on Tracy O'Brien plans for "Kayleigh". Epoxy & glass over plywood w/strip mahogany deck. 4 45 watt solar panels on roof & 8 6v deep cycle batteries. W/electric OB. Asking \$3,900 Canadian.
SPENCER BAIRD, Tofino, BC, (250) 725 4286, sbaird@island.net (11)

'63 Sailmaster Polaris Sloop, #169 keel/CB designed by Wm. Tripp, Jr., blt by Werf Gusto, Schiedam, Netherlands. Smaller sister of Medalist & Bermuda 40. Beautiful high quality classic small yacht refinished, refitted & upgraded, w/highest quality materials, workmanship & gear to nearly boat show cond. Gets thumbs up and admiring remarks wherever she goes. 02 insurance survey available, one owner, stored inside past 20 yrs. Health now restricts use, must sell. On mooring in Scituate, MA. Will send photos & details to prospective purchasers.
BOB YORKE, Scituate, MA, (781) 545-1651, 8am-8pm, lv message. (11)



25' Sailboat, '20s, highly restorable but will take lots of work. Believed to be a Morton Johnson blt Chas. Mover design. Stored in barn in MD for 53 yrs. Has most parts. Sails & cushions available for patterns only. Located in FL now. Any reasonable offer accepted. Sitting friend's trlr which can be purchased for \$1,200. Boat may be bought separately.
JIM SAUERS, Port Orange, FL, (386) 787-4888 eves. (11)



17' Marsh Hen Sailboat, Florida Bay Co. '82 w/ trlr. Spacious, flat deck, generous storage, self balling, compl w/dodger, bimini & cushions. Vy gd cond w/sound hull & (new '99) 165sf gaff rig sail. Located in Annapolis, MD area. Info & photos on request. Boat & trailer \$3,500. Would consider delivery in the Mid Atlantic region.
HERM HOPPLE, Chambersburg, PA, (717) 263 9069, hopple@epix.net (12)

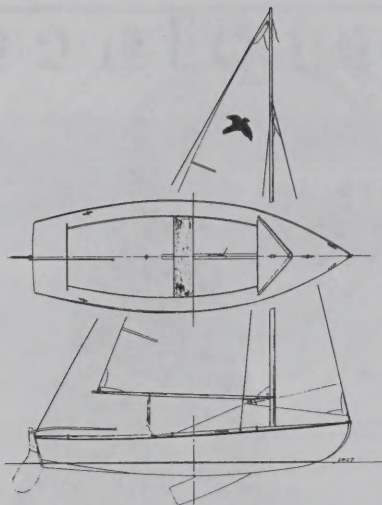
Marshall 22 Catboat, #167, sloop rigged w/ roller furling, 3GM diesel, dodger & cockpit fly, marine head w/holding tank, boom gallows, VHF, GPS, stereo, compass, auto pilot, CNG stove, fully equipped, exc cond w/many extras. \$27,000.
BOB HUTCHINSON, Duxbury MA, (781) 934 2340, rohutch@aol.com (12)

10' Trink, every option. Flrbd, auto bailer, bottom rub strakes, SS transom pad. Newer sail, dark blue hull, teak trim, boat cover. Rows & sails nice, building larger skiff. \$2,000 1/2 of new!
RICHARD BIRGE, Pensacola FL, (850) 455 2597, SVJackahearts@aol.com (11)

Greenland II Kayak, by Folbot. 2 person, downwind sail rig, rudder & pedals, vy gd cond. Folds into 3 bags. Asking \$950.
FRED MOLLER, Wells, VT, (802) 325-3411. (12)



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JOHN BEIRNE, Ipswich, MA, (978) 356 7485. (12)



Little Hustler, 13'6" x 4'10". Beautiful daysailer & trainer. Plywood/epoxy constr w/"Awl Grip" finish. \$6,500. Plans w/2 sail rigs \$65. APPLE CREEK DESIGNS, 9 Farley Ave., Ipswich, MA 01938. (14P)



Martha Jane, *Landroval* is for sale. 4 yrs old, blt to beyond professional standards. All marine grade materials, marine fir plywood, dimensional lumber all clear fir and mahogany, 30gal of West System™ epoxy. All exterior surfaces glassed. Bottom fwd 2/3s 3 layers of 7oz cloth; stern 1/3 2 layers. Graphite on bottom. Upgraded w/sponsons, 1,000lbs solid ballast & dual shallow draft rudders. 3-part purchase on leebeds. Spruce mast & spars, tanbark sails professionally sewn by Gamble and Hunter. Custom boom gallows & bimini. Sailcovers & cushions in Sunbrella. Barely used Honda 8hp & tandem axle alum trlr. Everything in perf cond. I have at least \$16,000 invested in *Landroval*. She's a solid well built Martha Jane sharpie. Reluctantly being sold for \$10,000. STEVE ANDERSON (builder & owner), Ormond Beach, FL, (386) 673 0852, hwal@aol.com (12)

'88 **Quickstep 24**, 4 berths, set up for single handing, jiffy reefing main & roller furling jib. '98 holding tank & Y valve. Dodger, awning w/zip-on side curtains. Stove, icebox sink, 20gal water tank. 2 anchors w/rodes, solar panel, depth sounder/speedometer, Garmin GPO-48 GPS, ICOM M1+ radio, Autohelm 2000 tiller-acting autopilot. '00 Walker Bay 8' dinghy. Dor-Mor 375# mooring anchor w/stainless chain/shackles/swivel. Located on Cape Cod. \$14,000. WARREN SHERBURNE, NH, (603) 863-6394 home, (603) 865-2480 office. (10)

Alden 2X, can be rowed as single. 2 Oarmasters, 1 set oars, 1 lifejacket, 1 stern seat. \$1,100 negotiable. JEN OSBOURNE, Gloucester, MA, (978) 407-1150, jeno167@yahoo.com (11)

18' Alton Wallace Westpointer, new boat, wood strip/epoxy construction, center console, dynel/epoxy washrails, mahogany coamings & rubrails, ready for your choice of power. \$14,500. JOHN KARBOTT, Plymouth, MA, (508) 224 3709. (11)

Boreal Design & Wilderness Systems Kayaks, we are now new regional dealer. Still dealer for Old Town canoes & kayaks going back over 50 years! Hundreds are on display at our store. FERNALD'S MARINE, Rt. 1A (at Parker River), Newbury, MA 01951, (978) 465-0312 (TFP)

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'84 **Force 5 Sailboat**, 13'10", 145lbs, 91sf single. Similar to Laser but roomier & more forgiving/easier to sail. Incl alum Trailex trlr. Boat, trlr & entire rig in vg to exc cond. Ready to sail. Asking \$1,800. ALAN GLOS, (315) 655 8296 eves, aglos@mail.colgate.edu (11)

18' Rana Bat, blt Norway in '60s. Stored inside & well cared for. Open cockpit, seats 6 plus adults. Sloop rig w/CB. Mahogany lapstrake on frame construction. Finished bright. The "Viking" profile. Rigging & sail also in grt shape. Trailer/oars. Donated to a middle school, is being sold to fund materials for the construction of a small skiff or kayak. Easily worth twice the \$2,000 we are asking. **17' Cape Cod Catboat**, '80, well cared for, hauled by local yard. On mooring in Sedgwick, ME. Lg custom cockpit, coaming, teak seats & companionway. Slps 2+; sink; stove area; new sail cover. 4hp 4-stroke w/less than 10hrs. Traditional gaff rig. New boat is over \$24,000 w/custom trim. Hvy duty trlr. Asking \$14,000 OBRO. JOHN LARRABEE, Orland School, Orland, ME, (207) 469 2272 days; (207) 469 2670 early eves. (12)

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33' Rhodes Swiftsure Sloop, '60 FG, keel/CB. Blt Holland, lead outside ballast, bronze CB, probably nds mast. Certainly nds extensive cosmetic work. Sails & hrdwre (all bronze) worth more than my asking price of \$2,500.

GARY HOLMES, Vineland, NJ, (856) 691-3441. (11)

Old Town Canadienne, 17'2" in clear Kevlar, adj bow seat. A rare find, slightly used. A \$3,000 canoe for \$1,095.

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26' Blanchard Senior Knockabout, blt '53 in Seattle, #B87. Classic NW design, similar to Star w/small cabin. Alaska yellow cedar hull, oak ribs. Numerous sails, 7hp OB, anchors & safety equipment. Gd cond w/only minor repairs & painting needed. Nds Northwest home. Stored covered on its trlr. \$5,000.

TOM CARTER, Portland, OR, (503) 658 2414, <cartport@comcast.net (12)

Sea Pearl 21, monohull, leebeds, water ballast, ketch rig. Hunter green, teak rail. \$4,900.

JERRY DELANEY, Ann Arbor, MI, (248) 921-7492, jrdelaney2002@hotmail.com> (11)

17' Old Town OTCA Canoe, wood/canvas restored by Rollin Thurlow, still in plastic wrap. Appraised at \$2,995, will deliver in N.E. MERV TAYLOR, Lincolnville, ME, (207) 789-5676, merv@midmaine.com (11)

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28-1/2' Pearson Triton FG Sloop, '67, no engine. Carl Alber design, steel cradle. \$1,800/BO. JOHN GIULIETTI, Vernon, CT., (860) 643-7075, johngiulietti@comcast.net (12)

18-1/2' Penobscot Canoe, cedar strip. Brand new, inside to be finished, outside has 4oz cloth & FG, mahogany trim. FRED PIETROWSKI, 2 Walton Rd. Apt. #3F, Plaistow, NH 03865-2746. (12)

13' Daisy, sail, row, motor boat; see WB #126 and MAIB Oct, 15' 99. Okoume plywood & epoxy constr, bright finish. Dabbler tanbark sail, \$1,200; JOHN LONGBOTTOM, Haddonfield NJ, (856) 428 7032. (12)

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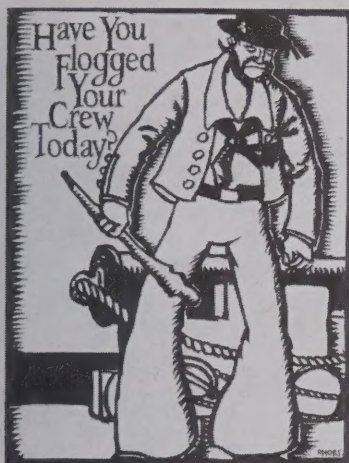
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JOHN LONGBOTTOM, Haddonfield NJ, (856) 428 7032. (12)

Garmin #303416 PC Interface Cable, never used. New \$0, sell for \$20 incl. Postage.
RICHARD ELLERS, Warren OH, GeeRichard@aol.com (11)

Canoe Building Mold, for 17' Prospector like wood/canvas canoe. Mold was bld about '87; 3 canoes bld on it. Located in barn in Centre Harbor, NH, at Lake Winnepesaukee. Barn is to be sold Oct. 15, & demolished. The mold goes w/barn, unless. Incl dolly. FREE to gd home.
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S. BOBO, 292 Jerusalem Rd, Cohasset, MA 02025, (781) 383 6893, Fax (781) 383 9021, snbobo@mindspring.com (11)

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PETER BROWN, Alexandria, NH, (603) 744-5163. (11)

Strongback &/or Forms, for "Resolute" or "Endeavor" woodstrip kayak for a middle school, nonprofit, after school boat building program. The donation would be a tax deduction.
JOHN LARRABEE, Orland, ME, (207) 469 2670 early eves. (12)

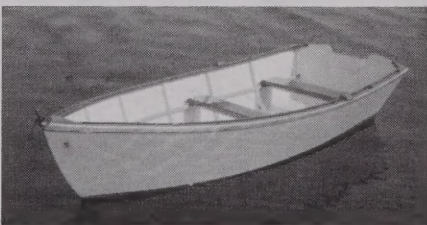
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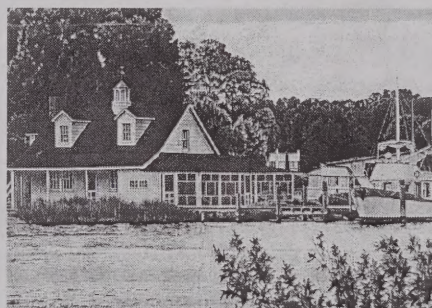


Nutmeg (aka \$200 Sailboat), Bolger design, 15'6" x 4'6". Plans w/compl directions. \$20.
DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

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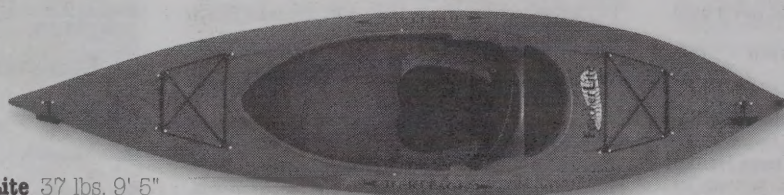
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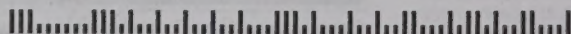
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